



Hongkong Daily Press

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom.

When You are Reading

AND THE WORDS BECOME
BLURRED AND MISTY
THEN YOU NEED TO CONSULT

N. LAZARUS.

OPHTHALMIC OPTICIAN,
25, Queen's Road C.I., HONGKONG.
Prescriptions carefully fitted.

No. 19,192

號二十九百一千九萬一第

日十初月十年未己

HONGKONG, MONDAY, DECEMBER 1st, 1919.

一拜禮

號一月二拾年捌國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

FURTHER REDUCTIONS

in PRICE of

LIQUEURS, GINS,

STOUT, &c.

in addition to

10% DISCOUNT

ON ACCOUNT OF HIGH
RATE OF EXCHANGE.

CALDBECK,
MACGREGOR & Co.

14, QUEEN'S ROAD CENTRAL.

Telephone No. 75

CARTRIDGES! CARTRIDGES!
CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-6, Beasconfield Arcade.

A. LING & CO.

19, QUEEN'S ROAD CENTRAL,
HONGKONG.

FURNITURE AND PHOTO GOODS
STORE.

GLASS ETCHING, SIGN-BOARD AND
MIRROR MAKING.

CANTON MARBLE IN VARIOUS SHADES.

Photographic Goods of Every Description
in Stock.

DEVELOPING, PRINTING AND ENLARGING
UNDER TAKEN.

TELEPHONE 1218.

PEAK TRAMWAY COMPANY
LIMITED.

TIME-TABLE

WEEK DAYS

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	"	"
8.30	"	"
9.00	"	"
9.30	"	"
10.00	"	"
10.30	"	"
11.00	"	"
11.30	"	"
12.00 noon	"	"
12.30	"	"
1.00	"	"
1.30	"	"
2.00	"	"
2.30	"	"
3.00	"	"
3.30	"	"
4.00	"	"
4.30	"	"
5.00	"	"
5.30	"	"
6.00	"	"

NIGHT CARS

8.50 p.m.	to 9.00 p.m.	Every 30 minutes
9.30	"	"
11.45	"	"

SATURDAY

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	"	"
11.30	"	"
12.00 noon	"	"
12.30	"	"
1.00	"	"
1.30	"	"
2.00	"	"
2.30	"	"
3.00	"	"
3.30	"	"
4.00	"	"
4.30	"	"
5.00	"	"
5.30	"	"
6.00	"	"

SUNDAY

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	"	"
11.30	"	"
12.00 noon	"	"
12.30	"	"
1.00	"	"
1.30	"	"
2.00	"	"
2.30	"	"
3.00	"	"
3.30	"	"
4.00	"	"
4.30	"	"
5.00	"	"
5.30	"	"
6.00	"	"

SPECIAL CARS

By arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office.
No Season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order accompanied Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.

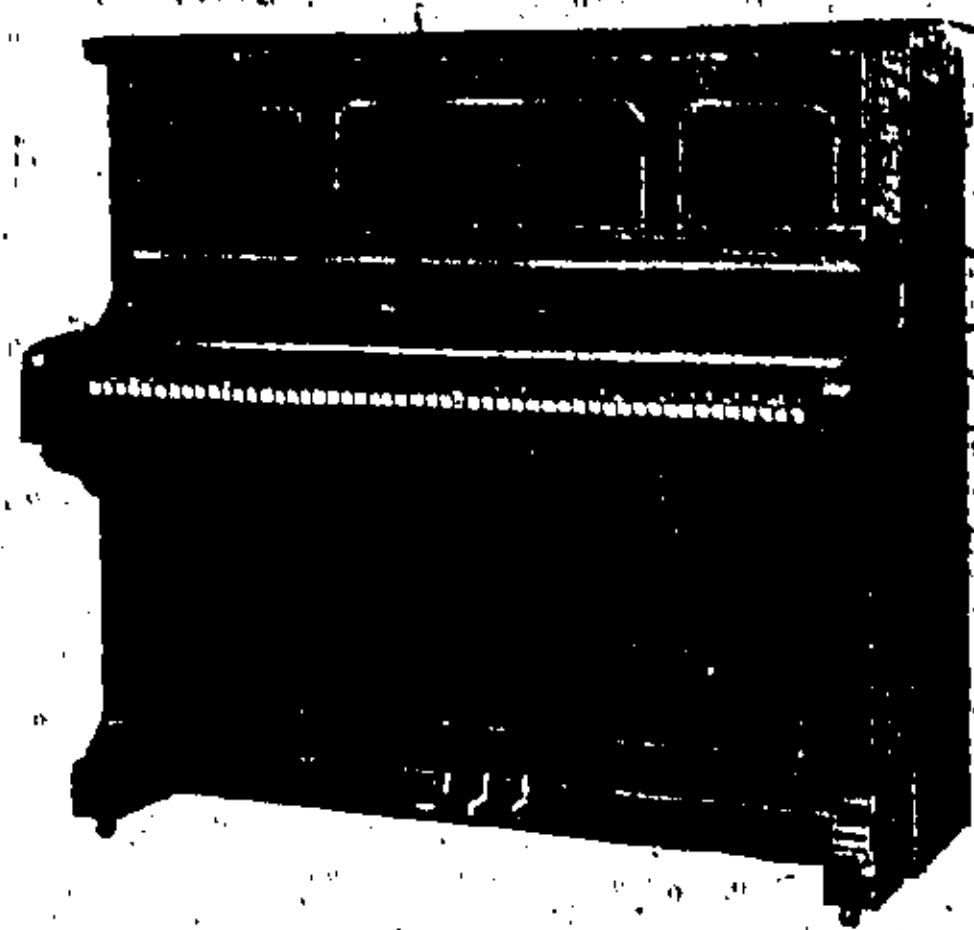
KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after TUESDAY, SEPTEMBER 16th, 1919, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1 A Local	No. 2 Through Express	No. 3 Local	No. 4 Through Slow	No. 5 Through Express	No. 6 Local	No. 7 Through Express	No. 8 Local	No. 9 Through Express	No. 10 Local	No. 11 Through Express	No. 12 Local	No. 13 Through Express	No. 14 Local	No. 15 Through Express	No. 16 Local	No. 17 Through Express	No. 18 Local	No. 19 Through Express	No. 20 Local	No. 21 Through Express	No. 22 Local	No. 23 Through Express	No. 24 Local	No. 25 Through Express	No. 26 Local	No. 27 Through Express	No. 28 Local	No. 29 Through Express	No. 30 Local	No. 31 Through Express	No. 32 Local	No. 33 Through Express	No. 34 Local	No. 35 Through Express	No. 36 Local	No. 37 Through Express	No. 38 Local	No. 39 Through Express	No. 40 Local	No. 41 Through Express	No. 42 Local	No. 43 Through Express	No. 44 Local	No. 45 Through Express	No. 46 Local	No. 47 Through Express	No. 48 Local	No. 49 Through Express	No. 50 Local	No. 51 Through Express	No. 52 Local	No. 53 Through Express	No. 54 Local	No. 55 Through Express	No. 56 Local	No. 57 Through Express	No. 58 Local	No. 59 Through Express	No. 60 Local	No. 61 Through Express	No. 62 Local	No. 63 Through Express	No. 64 Local	No. 65 Through Express	No. 66 Local	No. 67 Through Express	No. 68 Local	No. 69 Through Express	No. 70 Local	No. 71 Through Express	No. 72 Local	No. 73 Through Express	No. 74 Local	No. 75 Through Express	No. 76 Local	No. 77 Through Express	No. 78 Local	No. 79 Through Express	No. 80 Local	No. 81 Through Express	No. 82 Local	No. 83 Through Express	No. 84 Local	No. 85 Through Express	No. 86 Local	No. 87 Through Express	No. 88 Local	No. 89 Through Express	No. 90 Local	No. 91 Through Express	No. 92 Local	No. 93 Through Express	No. 94 Local	No. 95 Through Express	No. 96 Local	No. 97 Through Express	No. 98 Local	No. 99 Through Express	No. 100 Local	No. 101 Through Express	No. 102 Local	No. 103 Through Express	No. 104 Local	No. 105 Through Express	No. 106 Local	No. 107 Through Express	No. 108 Local	No. 109 Through Express	No. 110 Local	No. 111 Through Express	No. 112 Local	No. 113 Through Express	No. 114 Local	No. 115 Through Express	No. 116 Local	No. 117 Through Express	No. 118 Local	No. 119 Through Express	No. 120 Local	No. 121 Through Express	No. 122 Local	No. 123 Through Express	No. 124 Local	No. 125 Through Express	No. 126 Local	No. 127 Through Express	No. 128 Local	No. 129 Through Express	No. 130 Local	No. 131 Through Express	No. 132 Local	No. 133 Through Express	No. 134 Local	No. 135 Through Express	No. 136 Local	No. 137 Through Express	No. 138 Local	No. 139 Through Express	No. 140 Local	No. 141 Through Express	No. 142 Local	No. 143 Through Express	No. 144 Local	No. 145 Through Express	No. 146 Local	No. 147 Through Express	No. 148 Local	No. 149 Through Express	No. 150 Local	No. 151 Through Express	No. 152 Local	No. 153 Through Express	No. 154 Local	No. 155 Through Express	No. 156 Local	No. 157 Through Express	No. 158 Local	No. 159 Through Express	No. 160 Local	No. 161 Through Express	No. 162 Local	No. 163 Through Express	No. 164 Local	No. 165 Through Express	No. 166 Local	No. 167 Through Express	No. 168 Local	No. 169 Through Express	No. 170 Local	No. 171 Through Express	No. 172 Local	No. 173 Through Express	No. 174 Local	No. 175 Through Express	No. 176 Local	No. 177 Through Express	No. 178 Local	No. 179 Through Express	No. 180 Local	No. 181 Through Express	No. 182 Local	No. 183 Through Express	No. 184 Local	No. 185 Through Express	No. 186 Local	No. 187 Through Express	No. 188 Local	No. 189 Through Express	No. 190 Local	No. 191 Through Express	No. 192 Local	No. 193 Through Express	No. 194 Local	No. 195 Through Express	No. 196 Local	No. 197 Through Express	No. 198 Local	No. 199 Through Express	No. 200 Local	No. 201 Through Express	No. 202 Local	No. 203 Through Express	No. 204 Local	No. 205 Through Express	No. 206 Local	No. 207 Through Express	No. 208 Local	No. 209 Through Express	No. 210 Local	No. 211 Through Express	No. 212 Local	No. 213 Through Express	No. 214 Local	No. 215 Through Express	No. 216 Local	No. 217 Through Express	No. 218 Local	No. 219 Through Express	No. 220 Local	No. 221 Through Express	No. 222 Local	No. 223 Through Express	No. 224 Local	No. 225 Through Express	No. 226 Local	No. 227 Through Express	No. 228 Local	No. 229 Through Express	No. 230 Local	No. 231 Through Express	No. 232 Local	No. 233 Through Express	No. 234 Local	No. 235 Through Express	No. 236 Local	No. 237 Through Express	No. 238 Local	No. 239 Through Express	No. 240 Local	No. 241 Through Express	No. 242 Local	No. 243 Through Express	No. 244 Local	No. 245 Through Express	No. 246 Local	No. 247 Through Express	No. 248 Local	No. 249 Through Express	No. 250 Local	No. 251 Through Express	No. 252 Local	No. 253 Through Express	No. 254 Local	No. 255 Through Express	No. 256 Local	No. 257 Through Express	No. 258 Local	No. 259 Through Express	No. 260 Local	No. 261 Through Express	No. 262 Local	No. 263 Through Express	No. 264 Local	No. 265 Through Express	No. 266 Local	No. 267 Through Express	No. 268 Local	No. 269 Through Express	No. 270 Local	No. 271 Through Express	No. 272 Local	No. 273 Through Express	No. 274 Local	No. 275 Through Express	No. 276 Local	No. 277 Through Express	No. 278 Local	No. 279 Through Express	No. 280 Local	No. 281 Through Express	No. 282 Local	No. 283 Through Express	No. 284 Local	No. 285 Through Express	No. 286 Local	No. 287 Through Express	No. 288 Local	No. 289 Through Express	No. 290 Local	No. 291 Through Express	No. 292 Local	No. 293 Through Express	No. 294 Local	No. 295 Through Express	No. 296 Local	No. 297 Through Express	No. 298 Local	No. 299 Through Express	No. 300 Local	No. 301 Through Express	No. 302 Local	No. 303 Through Express	No. 304 Local	No. 305 Through Express	No. 306 Local	No. 307 Through Express	No. 308 Local	No. 309 Through Express	No. 310 Local	No. 311 Through Express	No. 312 Local	No. 313 Through Express	No. 314 Local	No. 315 Through Express	No. 316 Local	No. 317 Through Express	No. 318 Local	No. 319 Through Express	No. 320 Local	No. 321 Through Express	No. 322 Local	No. 323 Through Express	No. 324 Local	No. 325 Through Express	No. 326 Local	No. 327 Through Express	No. 328 Local	No. 329 Through Express	No. 330 Local	No. 331 Through Express	No. 332 Local	No. 333 Through Express	No. 334 Local	No. 335 Through Express	No. 336 Local	No. 337 Through Express	No. 338 Local	No. 339 Through Express	No. 340 Local	No. 341 Through Express	No. 342 Local	No. 343 Through Express	No. 344 Local	No. 345 Through Express	No. 346 Local	No. 347 Through Express	No. 348 Local	No. 349 Through Express	No. 350 Local	No. 351 Through Express	No. 352 Local	No. 353 Through Express	No. 354 Local	No. 355 Through Express	No. 356 Local	No. 357 Through Express	No. 358 Local	No. 359 Through Express	No. 360 Local	No. 361 Through Express	No. 362 Local	No. 363 Through Express	No. 364 Local	No. 365 Through Express	No. 366 Local	No. 367 Through Express	No. 368 Local	No. 369 Through Express	No. 370 Local	No. 371 Through Express	No. 372 Local	No. 373 Through Express	No. 374 Local	No. 375 Through Express	No. 376 Local	No. 377 Through Express	No. 378 Local	No. 379 Through Express	No. 380 Local	No. 381 Through Express	No. 382 Local	No. 383 Through Express	No. 384 Local	No. 385 Through Express	No. 386 Local	No. 387 Through Express	No. 388 Local	No. 389 Through Express	No. 390 Local	No. 391 Through Express	No. 392 Local	No. 393 Through Express	No. 394 Local	No. 395 Through Express	No. 396 Local	No. 397 Through Express	No. 398 Local	No. 399 Through Express	No. 400 Local	No. 401 Through Express	No. 402 Local	No. 403 Through Express	No. 404 Local	No. 405 Through Express	No. 406 Local	No. 407 Through Express	No. 408 Local	No. 409 Through Express	No. 410 Local	No. 411 Through Express	No. 412 Local	No. 413 Through Express	No. 414 Local	No. 415 Through Express	No. 416 Local	No. 417 Through Express	No. 418 Local	No. 419 Through Express	No. 420 Local	No. 421 Through Express	No. 422 Local	No. 423 Through Express	No. 424 Local	No. 425 Through Express	No. 426 Local	No. 427 Through Express	No. 428 Local	No. 429 Through Express	No. 430 Local	No. 431 Through Express	No. 432 Local	No. 433 Through Express	No. 434 Local	No. 435 Through Express	No. 436 Local	No. 437 Through Express	No. 438 Local	No. 439 Through Express	No. 440 Local	No. 441 Through Express	No. 442 Local	No. 443 Through Express	No. 444 Local	No. 445 Through Express	No. 446 Local	No. 447 Through Express	No. 448 Local	No. 449 Through Express	No. 450 Local	No. 451 Through Express	No. 452 Local	No. 453 Through Express	No. 454 Local	No. 455 Through Express	No. 456 Local	No. 457 Through Express	No. 458 Local	No. 459 Through Express	No. 460 Local	No. 461 Through Express	No. 462 Local	No. 463 Through Express	No. 464 Local	No. 465 Through Express	No. 466 Local	No. 467 Through Express	No. 468 Local	No. 469 Through Express	No. 470 Local	No. 471 Through Express	No. 472 Local	No. 473 Through Express	No. 474 Local	No. 475 Through Express	No. 476 Local	No. 477 Through Express	No. 478 Local	No. 479 Through Express	No. 480 Local	No. 481 Through Express	No. 482 Local	No. 483 Through Express	No. 484 Local	No. 485 Through Express	No. 486 Local	No. 487 Through Express	No. 488 Local	No. 489 Through Express	No. 490 Local	No. 491 Through Express	No. 492 Local	No. 493 Through Express	No. 494 Local	No. 495 Through Express	No. 496 Local	No. 497 Through Express	No. 498 Local	No. 499 Through Express	No. 500 Local	No. 501 Through Express	No. 502 Local	No. 503 Through Express	No. 504 Local	No. 505 Through Express	No. 506 Local	No. 507 Through Express	No. 508 Local	No. 509 Through Express	No. 510 Local	No. 511 Through Express	No. 512 Local	No. 513 Through Express	No. 514 Local	No. 515 Through Express	No. 516 Local	No. 517 Through Express	No. 518 Local	No. 519 Through Express	No. 520 Local	No. 521 Through Express	No. 522 Local	No. 523 Through Express	No. 524 Local	No. 525 Through Express	No. 526 Local	No. 527 Through Express	No. 528 Local	No. 529 Through Express	No. 530 Local	No. 531 Through Express	No. 532 Local	No. 533 Through Express	No. 534 Local	No. 535 Through Express	No. 536 Local	No. 537 Through Express	No. 538 Local	No. 539 Through Express	No. 540 Local	No. 541 Through Express	No. 542 Local	No. 543 Through Express	No. 544 Local	No. 545 Through Express	No. 546 Local	No. 547 Through Express	No. 548 Local	No. 549 Through Express	No. 550 Local	No. 551 Through Express	No. 552 Local	No. 553 Through Express	No. 554 Local	No. 555 Through Express	No. 556 Local	No. 557 Through Express	No. 558 Local	No. 559 Through Express	No. 560 Local	No. 561 Through Express	No. 562 Local	No. 563 Through Express	No. 564 Local	No. 565 Through Express	No. 566 Local	No. 567 Through Express	No. 568 Local	No. 569 Through Express	No. 570 Local	No. 571 Through Express	No. 572 Local	No. 573 Through Express	No. 574 Local	No. 575 Through Express	No. 576 Local	No. 577 Through Express	No. 578 Local	No. 579 Through Express	No. 580 Local	No. 581 Through Express	No. 582 Local	No. 583 Through Express	No. 584 Local	No. 585 Through Express	No. 586 Local	No. 587 Through Express	No. 588 Local	No. 589 Through Express	No. 590 Local	No. 591 Through Express	No. 592 Local	No. 593 Through Express	No. 594 Local	No. 595 Through Express	No. 596 Local	No. 597 Through Express	No. 598 Local	No. 599 Through Express	No. 600 Local	No. 601 Through Express	No. 602 Local	No. 603 Through Express	No. 604 Local	No. 605 Through Express	No. 606 Local	No. 607 Through Express	No. 608 Local	No. 609 Through Express	No. 610 Local	No. 611 Through Express	No. 612 Local	No. 613 Through Express	No. 614 Local	No. 615 Through Express	No. 616 Local	No. 617 Through Express	No. 618 Local	No. 619 Through Express	No. 620 Local	No. 621 Through Express	No. 622 Local	No. 623 Through Express	No. 624 Local	No. 625 Through Express	No. 626 Local	No. 627 Through Express	No. 628 Local	No. 629 Through Express	No. 630 Local	No. 631 Through Express	No. 632 Local	No. 633 Through Express	No. 634 Local	No. 635 Through Express	No. 636 Local	No. 637 Through Express	No. 638 Local	No. 639 Through Express	No. 640 Local	No. 641 Through Express	No. 642 Local	No. 643 Through Express	No. 644 Local	No. 645 Through Express	No. 646 Local	No. 647 Through Express	No. 648 Local	No. 649 Through Express	No. 650 Local	No. 651 Through Express	No. 652 Local	No. 653 Through Express	No. 654 Local	No. 655 Through Express	No. 656 Local	No. 657 Through Express	No. 658 Local	No. 659 Through Express	No. 660 Local	No. 661 Through Express	No. 662 Local	No. 663 Through Express	No. 664 Local	No. 665 Through Express	No. 666 Local	No. 667 Through Express	No. 668 Local	No. 669 Through Express	No. 670 Local	No. 671 Through Express	No. 672 Local	No. 673 Through Express	No. 674 Local	No. 675 Through Express	No. 676 Local	No. 677 Through Express	No. 678 Local	No. 679 Through Express	No. 680 Local	No. 681 Through Express	No. 682 Local	No. 683 Through Express	No. 684 Local	No. 685 Through Express	No. 686 Local	No. 687 Through Express	No. 688 Local	No. 689 Through Express	No. 690 Local	No. 691 Through Express	No. 692 Local	No. 693 Through Express	No. 694 Local	No. 695 Through Express	No. 696 Local	No. 697 Through Express	No. 698 Local	No. 699 Through Express	No. 700 Local	No. 701 Through Express	No. 702 Local	No. 703 Through Express	No. 704 Local	No. 705 Through Express	No. 706 Local	No. 707 Through Express	No. 708 Local	No. 709 Through Express	No. 710 Local	No. 711 Through Express	No. 712 Local	No. 713 Through Express	No. 714 Local	No. 715 Through Express	No. 716 Local	No. 717 Through Express	No. 718 Local	No. 719 Through Express	No. 720 Local	No. 721 Through Express	No. 722 Local	No. 723 Through Express	No. 724 Local	No. 725 Through Express	No. 726 Local	No. 727 Through Express	No. 728 Local	No. 729 Through Express	No. 730 Local	No. 731 Through Express	No. 732 Local	No. 733 Through Express	No. 734 Local	No. 735 Through Express	No. 736 Local	No. 737 Through Express	No. 738 Local	No. 739 Through Express	No. 740 Local	No. 741 Through Express	No. 742 Local	No. 743 Through Express	No. 744 Local	No. 745 Through Express	No. 746 Local	No. 747 Through Express	No. 748 Local	No. 749 Through Express	No. 750 Local	No. 751 Through Express	No. 752 Local	No. 753 Through Express	No. 754 Local	No. 755 Through Express	No. 756 Local	No. 757 Through Express	No. 758 Local	No. 759 Through Express	No. 760 Local	No. 761 Through Express	No. 762 Local	No. 763 Through Express	No. 764 Local	No. 765 Through Express	No. 766 Local	No. 767 Through Express	No. 768 Local	No. 769 Through Express	No. 770 Local	No. 771 Through Express	No. 772 Local	No. 773 Through Express	No. 774 Local	No. 775 Through Express	No. 776 Local	No. 777 Through Express	No. 778 Local	No. 779 Through Express	No. 780 Local	No. 781 Through Express	No. 782 Local	No. 783 Through Express	No. 784 Local	No. 785 Through Express	No. 786 Local	No. 787 Through Express	No. 788 Local	No. 789 Through Express	No. 790 Local	No. 791 Through Express	No. 792 Local	No. 793 Through Express	No. 794 Local	No. 795 Through Express	No. 796 Local	No. 797 Through Express	No. 798 Local	No. 799 Through Express	No. 800 Local	No. 801 Through Express	No. 802 Local	No. 803 Through Express	No. 804 Local	No. 805 Through Express	No. 806 Local	No. 807 Through Express	No. 808 Local	No. 809 Through Express	No. 810 Local	No. 811 Through Express	No. 812 Local	No. 813 Through Express	No. 814 Local	No. 815 Through Express	No. 816 Local	No. 817 Through Express	No. 818 Local	No. 819 Through Express	No. 820 Local	No. 821 Through Express	No. 822 Local	No. 823 Through Express	No. 824 Local	No. 825 Through Express	No. 826 Local	No. 827 Through Express	No. 828 Local	No. 829 Through Express	No. 830 Local	No. 831 Through Express	No. 832 Local	No. 833 Through Express	No. 834 Local	No. 835 Through Express	No. 836 Local	No. 837 Through Express	No. 838 Local	No. 839 Through Express	No. 840 Local	No. 841 Through Express	No. 842 Local	No. 843 Through Express	No. 844 Local	No. 845 Through Express	No. 846 Local	No. 847 Through Express	No. 848 Local	No. 849 Through Express	No. 850 Local	No. 851 Through Express	No. 852 Local	No. 853 Through Express	No. 854 Local	No. 855 Through Express	No. 856 Local	No. 857 Through Express	No. 858 Local	No. 859 Through Express	No. 860 Local	No. 86
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ITALIAN CONVENT BAZAAR. SUCCESS OF A DESERVING EFFORT.

The charitable work carried on by the Italian Sisters of Hongkong in their schools and other institutions depends largely on the success of the annual fancy bazaar held by the Sisters at the Italian Convent School. The 1919 bazaar was held on Saturday and yesterday, and the Mother Superior and her very willing band of assistants are anxious to see if their efforts to raise funds meet with as great a success as in previous years. The present high cost of living and the unprecedented rate of exchange is making it harder than ever for the Sisters to keep things going.

The school hall, in which the Bazaar was held, presented a very animated appearance on Saturday morning when Signora Eler, wife of the Italian Consul, formally opened the Bazaar. The well-filled stalls, replete with dainty articles, the riot of colour and the smiling and happy girls, who fitted here and there putting the finishing touch to the decorations, augured well for the success of the Bazaar.

At the entrance to the Hall was the Lucky Well—30 cents for a "dip"—which proved a centre of attraction for the children, as the Well was a treasure-trove of toys of every description as well as dainty confections. Those who were in charge of the Well—the Misses Annie Jenkins, Mary Holden, Katie Sullivan, Annie Pereira and Gracila Lay—were kept busy all the time attending to the wants of their little customers.

Inside the main hall, a feast of colour awaited the visitor. At a table at the entrance Miss Emilia Figuerado dispensed tickets for the \$2 and \$1 stalls and the Misses Germaine Klein and Dorothy Barwood exchanged the tickets for numbers corresponding to the prizes in those stalls. The stalls, which ran the whole length of the room, were full of useful articles for the home, the handiwork of the Sisters and the pupils. The young ladies who were in charge of these stalls—the Misses Marianne Thomas, Maria Santos, Carlotta Rosario, Rosa Aguiar, Anna Lay, Rosa Lay, Maria Almeida, Maria Carmo, Ivy Guingam, Cecilia Silva, Vida Williams, Carlotta Beauwille, Molly Bryan, and Conchita Grace—seemed to have an intuitive knowledge of the exact place in which each of the Bazaar was held. The stalls were kept here, the cry of "one eye and attention" was a magnificent array of dolls, all beautifully dressed with perfect taste. These were the 30 prizes of a big drawing, the tickets for which found ready buyers. There was also a very fine collection of children's handbags, dresses, etc., for sale at this stall. Little Miss Leonora Silva was the presiding genius, the others who helped being the Misses Maria Carmo, Agnes Gil, Dolly Hanson, Ottilia Ritchie, Eugenia Ritchie, Carrie Tennyson and Angelina Santos.

Not the least attractive in the Hall was the Sweets Stall, which contained a large quantity of home-made sweets, all daintily packed in boxes and bags made by the girls. The sweets were good and moderate in price, and the sellers, the Misses Felicidade Neves, Josephine Carrotero, and Margaret Holden, could not complain of lack of patronage.

There was a constant stream of visitors, and the Misses Virginia Chia, Severa de La Vina, Emma Parros, Vicente Osmena, and Frances Lang, who were deputed to act as cicerones to the visitors through the maze of stalls from the entrance to the Bazaar Hall, had no difficulty in the results of the Bazaar must have proved satisfactory to the Sisters. The wet weather yesterday, unfortunately, prevented many from going to the Bazaar.

TRADE REPORT.

EXPORTS.

COWHIDES.—There is a very fair demand for good quality hides, but supplies of this description are moderate. The closing rate for 8/17 lbs. is about \$95 per picul ex-dock.

BUFFALO HIDES.—Large stock, no business reported. The present quotation is about \$84 per picul ex-dock.

ANISER OIL.—150 is down to \$74.50 per picul with little demand.

CASSIA OILS.—Unchanged at last quotations.

WOOD OIL.—About 3/3,000 cases have been put through at \$25 per picul.

PEANUT OIL.—No. 1 at \$22; No. 2 at \$21; large supplies, no demand.

TEA OIL.—\$24.50 large supplies no demand.

TIN.—Nothing to report. Prices remain practically unchanged.

CANTHARIDES can be had at about \$122 per picul.

KWANGSI CAMPHOR is now quoted at \$200 per picul but a small lot was recently done at \$205.

FOCHOW CAMPHOR.—Business, reported done at \$280. Closing rate is \$300 per picul.

STARANISED.—About 600/800 cases have been booked at \$25 to \$26.50 per picul.

GALLINUS.—Nothing doing. Today's price is about \$6 per picul.

LABRA.—Prices have declined \$1 to \$1.50 per picul owing to abundant demand.

RICE.—Some business reported in old crop grain for early shipment to China ports. Our market has ruled firm during the past week and prices have been fully maintained. In new crop rice no fresh business has been recorded. Last week's sales may be taken as the present ruling value.

TRAFFICKING IN ARMS. ALARMING INCREASE.

Trafficking in arms appears to be flourishing in the Colony despite the efforts of the Police and the stringent sentences inflicted by the Magistrate on offenders. On Friday last, an interesting story was told at the Magistracy, when a sampan-owner was charged with being in unlawful possession of five revolvers and a large quantity of ammunition.

The discovery of the attempted smuggling was made by a Chinese constable who went on board the *Empress of Asia* to meet a relative. He saw defendant carrying a basket which appeared to be extraordinarily heavy and asked him what it contained. The man replied "soap." Just then a portion of the basket gave way and a revolver fell to the ground. Another man, carrying a similar basket, disappeared. Defendant was arrested.

Mr. M. K. Lo, for the defence, stated that his client had brought his sampan from Yau-mat to seek custom. He was unaware of the contents of the basket. The man who was responsible had escaped, and he asked that his client should be discharged.

The C.S.P. offered from Mr. Lo. He pressed for a heavy penalty, stating that the recent affray in Kennedy Town was the result of trafficking in arms.

Mr. Lindell sentenced defendant to nine months' hard labour.

CAME FROM CANADA.

A Chinese was charged, on Saturday, with being in unlawful possession of three magazine pistols and 13 rounds of ammunition, the latter being concealed in a purse.

Defendant stated that he had only recently arrived from Canada and was on his way to Hoiping.

Mr. Smith fined defendant \$25.

COOLIE WITH WINCHESTER AMMUNITION.

A Chinese was charged with having 200 rounds of Winchester ammunition in his possession.

Inspector Brazil said that defendant was searched in Morrison Street and he and the constable concealed round his waist.

Defendant pleaded ignorance, saying that he was engaged to take the ammunition to the *Chien Chien*.

Mr. Smith sentenced defendant to nine months' hard labour.

AN EXPENSIVE DINNER. SAPPER AND BICYCLE.

At the Magistracy, on Saturday, a Chinese ex-sapper was charged with stealing a bicycle.

Sergeant Aris said that complainant left his bicycle at the back of Humphrey's building, Kowloon, and entered a house, but on his return, he missed the bicycle. He reported the theft to the Police, and a detective, who was sent out to investigate, saw defendant riding the bicycle. Defendant, on noticing the detective, left the bicycle on the road and ran away.

Defendant said a friend lent him the bicycle for a ride. He did not know it was stolen. He was unable to find his friend so he had disappeared.

Mr. Lindell sentenced defendant to four weeks' hard labour.

HONGKONG FUND FOR WAR DEVASTATED FRANCE.

PANSY DAY FUND.

The following donations are gratefully acknowledged:

Un Ecosais	100
Mr. E. M. Dyer	25
Mr. H. Sieling	25
Mr. J. H. Wallace	25
Mr. A. H. Compton	25
Mr. M. B. Sussman	25
Mr. J. J. Jones	25
Mr. W. D. Kraft	25
Mr. F. C. Hall	25
Mr. J. W. C. Bonnar	25
From Goller, Fanling, Saturday afternoon	10
Total	335
Already acknowledged	1,105
Grand total	\$1,440

Further subscriptions are invited and may be sent to the Hon. Treasurer, Mr. H. Matheson, care of Chartered Bank of India, Australia and China.

ANGLO-JAPANESE ALLIANCE.

The Paris correspondent of the *New York Sun* reports that according to a certain British diplomat, the Japanese Government proposes to open negotiations with the British authorities with regard to a revision of the Anglo-Japanese Alliance.

The reasons given for this are that the Japanese Government has no desire to continue the Alliance. The reasons given for this are that the Japanese Government has no desire to continue the Alliance.

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WEDDINGS IN HONGKONG. AINSLIE-JAMES.

At St. John's Cathedral, on Saturday, the Rev. V. H. Copley Moyle officiating, the marriage took place of Mr. Ernest James Ainslie, of Messrs. Lane, Crawford & Co., younger son of Captain and Mrs. Ainslie, of Dover, and Miss Annie Elizabeth James, elder daughter of Mr. W. G. James, of Dover.

The bride, who arrived only recently, was given away by Mr. R. Henderson. She was becomingly attired in a white embroidered crepe de chine dress, with a white velvet hat and carried a shower bouquet of white roses and a diamond pendant, the gift of the bridegroom. She was attended by Mrs. R. L. Bridger, who wore a white serge coat and skirt with a Rose du Barry velour hat.

Mr. R. L. Bridger acted as "best man." After the ceremony, a reception was held at the Hongkong Hotel when the customary toasts were honoured, and afterwards, the newly-married couple left for the West River for their honeymoon, the bride's going-away dress being a fawn gabardine coat frock, with a georgette hat.

Mr. Ainslie was presented on Monday last, by the staff of Lane, Crawford & Co., with a solid silver cake stand and a pair of sweetmeat dishes, the presentation being made by Mr. H. E. Scriven, the senior member of the staff. Amongst other presents received, was a handsome silver cocktail shaker, presented to the bridegroom by the officers and fellow troopers of the Mounted Police Reserve.

THOMPSON-MILLS.

The marriage took place at St. Joseph's Church on Saturday afternoon, of Mr. Frederick George Thompson, of the Dairy Farm Company, and Miss Beatrice Marion Mills. The ceremony was performed by the Rev. Father Augustine.

The bride, who was given away by Mr. J. Walker, manager of the Dairy Farm, was attired in a silver and pearls over crepe satin. The court train of silk net was embroidered in silver. She wore the conventional tulle veil surmounted with orange blossom. She carried a bouquet of tuberoses and maidenhair fern tied with long streamers of white ribbon. The bridesmaids, the Misses Esme and Emid Cornell, wore pink silk dresses with hats to match. The duties of "best man" were carried out by Mr. M. Manuk.

After the ceremony a reception was held at the residence of Madame Kurosky, 18 Ice House Street. The newly-married couple later left for Canton and Macao, where the honeymoon will be spent. The bride's going-away dress was of grey and white embroidered chambray. The bridegroom's gift to the bride was a diamond bracelet, the bride presenting the groom with a diamond tie pin.

FIRE AT SHANKIWAN.

RESIN FACTORY BURNT DOWN.

A considerable fire broke out in a resin factory at Shankiwan on Saturday night and continued for over three hours.

The scene of the conflagration is a one-storied building used as a factory for the preparation of resin. It appears that one of the cauldrons boiled over and the burning resin set fire to the building, a disapidated one. The operatives immediately left the doomed building and reported the matter to the Police, who, in turn, communicated with the Fire Brigade. In the meantime, Inspector Angus, assisted by the Police of the district, made strenuous efforts to extinguish the flames, which, fanned by the wind, increased in volume every minute. Liquid resin flowed in streams right on to the road and the fire had reached such an intensity that a sheen was visible in the sky. By the time the brigade arrived on the scene, the building was almost destroyed; Superintendent Lane and his men, however, exerted themselves to their utmost and, perceiving their efforts to save the factory were futile, turned their attention to the adjacent buildings on which a steady shower of water was played. For three hours the fire continued and at last died out by itself, leaving behind the charred skeleton of what was once a resin factory. The damage is estimated at \$3,000 and was covered by insurance.

THE CHINA SQUADRON. ARRIVAL OF THE SIXTH SUB- MARINE FLOTILLA.

The Sixth Submarine Flotilla, the arrival of which has been awaited with much local interest, steamed into Harbour yesterday afternoon. The flotilla, which is composed of the *Ambrose* (parent ship), the *Marazion* (sloop), the *Moonshine* (drifter) and submarines L1, L2, L3, L4, L5, L6 and L13, left Devonport on September 18th, and was in Singapore when the transport *Tranzon* met, with the *Wiltshire*, left that port for Hongkong.

The *Ambrose* is one of the numerous specially fitted-out ships for submarine work, and as such was employed in various parts of the North Sea and other spheres of naval activity during the war. She is thoroughly up-to-date, and carries every facility and equipment for her special duties.

The *Marazion* is a sloop of nearly 1,000 tons, and was latterly employed as tender to the *Ambrose*, a duty she will continue to discharge on the China Station. She is also a product of the war, and much speedier than the ordinary sloops of pre-war times, most of which were built for river and shallow sea patrol.

The *Moonshine* is a large drifter attached to the Flotilla for mining service. She was originally in the mercantile marine service, and was taken on, during the last year of the war, for mining duties, for which she is specially adapted. She has all the latest equipment for lifting and sweeping mine.

The submarines—six in number—are of the well-known L-type, well armed and tons in displacement, well armed and very speedy both awash and submerged. They are products of the war and some of them had rather exciting experiences during the war.

It will be noticed that amongst the officers is Lieutenant W. St. A. Malletson, V.C.

The full list of the officers of the Flotilla are:

FLOTILLA OFFICERS.	
Commander,	Cecil P. Talbot, D.S.O.
Lieut.-Commander,	R. C. Hayes, O.B.E., D. F. Jones, R. B. Martin, J. E. Dicken, H. W. Grant (for duty with Submarines), B. J. H. Wilkinson (for duty with Submarines).
Lieutenant,	The Rev. G. W. B. Stott.
Engr.-Commander,	E. Boucher.
Engr.-Lieutenant,	Surg.-Lt.-Commander, T. Cock, Pay-Sub-Lieutenant, J. A. Miller, Chief Gunner, H. F. Bevan, C. A. M. Brown, J. P. Wilson, W. J. Reynolds, H. Leach, H. C. Schofield, Warrant Telegraphist, N. McLeod, Warrant Electrician, W. Gibson, Paymr.-Midshipman, A. W. Holmes.
FOR COMMAND OF SUBMARINES.	
Commander,	B. Ackworth, D.S.O., C. B. Reguart, A. B. Craig, D.S.C., R. N. Stopford, T. A. Powell, C. P. Sator, N. Manley, E. D. Dolphin, D. V. Peyton-Ward, A. M. Carrie, C. G. McArthur.
FOR SUBMARINES.	
Lieut.-Commander,	G. A. G. Haggard, D.S.C., C. O'Callaghan, D.S.O., T. M. Taylor, E. V. Mack, D.S.C., L. G. Ausdell, E. C. A. Tweedy, W. St. A. Malletson, V.C., A. S. Hutchison, B. L. Clark, J. H. McNair, T. F. Turner, J. de M. Leathes, W. J. R. Beech, G. W. E. Caspers, G. G. Tyne, F. J. Davis, T. Clegg, E. P. Sweeton, E. A. Williamson, A. J. Nash, J. D. Irvine, J. Bryon, J. McDougall, J. V. Bond, F. H. Jarvis, W. H. Martin, E. C. Eldridge, E. Sykes, J. Light.

MINES IN CHINA.

According to a Shanghai message, it appears that a Sino-Japanese venture is now under way there. A party of leading Chinese business men in co-operation with enterprising Japanese gentlemen such as Messrs. Yamamoto Jotaro, Shirasahi Ryubei, Takagi Rokuro, are arranging for the establishment of a concern with a capital of ¥10,000,000.

What kind of business the new company is going to run is not stated, but it is interesting to note that the Chinese gentlemen interested are to offer mining and other rights to the new company as part of their subscription to the capital.

This is the new form of economic loan which avoids all diplomatic complications.

CRIST THE SATISFACTION. SERMON AT ST. JOHN CATHEDRAL.

There was a large congregation at St. John's Cathedral, yesterday morning. The Rev. H. Coppy Moyle, who preached the sermon, took for his text: "I am among you as He that serveth." (St. Luke ch. 22, v. 27). He said:—There is a real significance in the fact that we date our year from the birth of Christ: A.D. 1919 we call this. Attempts have been made on several occasions to find a new point from which to number our years. But they have never had more than a temporary success, for as time caused the event which men took as their new starting point to seem of less importance, it seemed absurd to reckon time from it. In France, for example, at the time of the great Revolution, when men thought that a new earth was to be the result, they dated their years from the Revolution, but within a few years a reaction set in, and the Revolution ceased to be so highly thought of. But the lapse of time has only served to emphasize the importance of the birth of Christ, which is an epoch in the history of the world of so great importance that we do well to count all time from it. Year by year as the Advent season comes round, our Church takes as its point in the world's history when Jesus Christ was born in Palestine. The ancestors of the Jews and people had apparently started with the same ideas of God as the other people who dwelt around them. They believed in a number of gods, but gradually they had come to realize that God is one. That was the great truth which the Jews took long to learn. Time after time in the pages of the Old Testament we read of their falling into the sin of idolatry and worshipping other gods. But at last they had learned the lesson which God had been teaching them through the prophets. The Jews had shown by their constant devotion to Jehovah during some hundreds of years, often in the face of bitter persecution, that they had thoroughly learned the fact that God is one.

And so God saw that they were ready for a further revelation, and He became man. He took our human nature in order to give us a new revelation and to redeem our humanity and to raise it to a height it could never of itself have attained. And the revelation of God which Christ has given us is that God is one. It has stamped with His approval that truth which the Jews had at last learned, that the unity of God. But He has also shown us the great fact which we should never have found out for ourselves, because the evidence of nature seems so contradictory: He has shown us that God is love. He has not merely told us that, but He has appealed to His own coming into the world as the supreme proof of God's love. "God so loved the world that He gave His only begotten Son." In Christ, God is revealed to us. "I and the Father are one," was the message He gave to the Jews. So if we want to learn God's nature we look to the recorded life of Jesus Christ and there we learn it. If we want to learn how God would act in any circumstances we look to see how Christ acted in those circumstances. If we want to know how God feels about any matter we look at the life of Christ and ask how He felt about that matter. "God was in Christ reconciling the world unto Himself."

The human race, from the most primitive times, has shown an earnest desire to know and to be on friendly terms with the powers which men have believed to be above them. Christ meets the need of humanity by revealing to us the fact that God is love, that He is our Father and that He regards all men as His children. Our Lord came to a people who did not think that God could care for any but the Jews. To suggest that the Gentiles were God's children was to revolutionize Jewish thought. It was largely owing to His teaching on this subject that Christ became so unpopular with the leaders of the Jews. In showing us the love of God our Father, Christ has also shown us the true foundation for human brotherhood.

The only lasting foundation for human brotherhood is the realization of the fact that we are all the children of God. Human brotherhood can never be brought about by self-interest. The League of Nations, if it is to be a lasting and effective means of preserving the world's peace, must be permeated with the Christian spirit. It must be founded on an intense realization of human brotherhood as it has been shown to us by Christ. If it is regarded only as a kind of Mutual Insurance Society by which the nations of the world hope to escape the burden of armaments, and yet to live in security, then the League of Nations is foredoomed to failure. But if the League is filled with the Christian spirit, if it sets out to realize the brotherhood of humanity as children of the One Father, then it has the promise of the brightest future.

And if we turn from the sphere of international politics to the conditions of Capital and Labour in the Homeland (or indeed in almost any land), it is not equally true that the one solution of the problems of wages and hours of work and dividends lies in the realization of human brotherhood? As long as men and women are counted merely as "hands," so long will there be unrest in the world of Labour. It will not be till employers and employees learn to treat each other as brethren that we shall see industrial peace—and the only lasting foundation for brotherhood is our unity in Christ as children of the One Father. What the world needs to-day is the embodiment in human lives of the ideals which Christ has given us, and the needs of the world can be satisfied by nothing less. "Ye are the light of the world." So there is a tremendous responsibility resting on Christian shoulders to-day. The nations of the world, which are nominally Christian, have never yet put Christian ideals in the forefront of their policy and made everything subservient to them. It is time that they did so.

(Continued at foot of next column.)

SPORT FOOTBALL.

HONGKONG F.C. 3; S. ST. JOSEPH'S 1.

This match, which was played on the Club ground on Saturday, proved to be a very interesting display of good football. The Hongkong Football Club turned out a good side, while the College, who were without the services of the Xavier brothers, had also, a fairly strong team on the field. The contrast between the two teams in weight was much commented upon and many were inclined to anticipate an easy win for the Club. Very shortly after the game started, however, they had to change their opinion as the Collegians were playing a very careful game and showed that they meant business. After an attack by the Club on the Collegians' goal, the boys took the leather down the field, and, in front of the goal, Ogle, who was playing centre forward, had a very good opening, but this was unfortunately spoiled by Black who, unfortunately, fouled him. Unfortunately for the Club, this occurred within the penalty area, and the Collegians were given a penalty. Silva took the kick and put the leather past Rodger without much difficulty, the Collegians thus opening the scoring. From the centre, the Club worked the ball up in a fine bit of combination, which ended up by Stewart trying Omar with a difficult shot. Omar managed to deflect the ball but it fell at Reichelmann's feet and he put it in the net with a terrific bang which gave Omar no chance. The Collegians made one or two good attempts to break through the Club's defence after this, but Black and McCubbin were playing a very sound game and let nothing pass them. Before the interval, Omar was called upon to defend his goal twice and on both occasions he did it very creditably. The goal he saved from Reichelmann, who sent in a stinging shot from a distance of ten feet, by throwing himself on the ground won him much applause. When the interval was called, the score stood at one all.

Play was just as fast after the resumption and a lot of clever foot-work was seen on both sides. Sopher winning much applause for his tackle and tricky play. The Club pressed hard and gave the Collegians a very hot ten minutes. They were then rewarded for their pains by Reichelmann again scoring. There was some doubt, however, as to whether or not the ball was in goal. Omar caught it after it left Reichelmann's foot, but it slipped from his hands and bounded behind him. Turning round swiftly, Omar tipped the ball before it got over the line and deflected it into touch. The spectators were just beginning to applaud for what they thought was a clever save when they were surprised by the referee blowing his whistle for a goal. The remainder of the match proved a ding-dong struggle, with the Club having the better of the exchanges. The Collegians missed a good chance for the ball when they missed a shot at goal too hard in their attempt to get it past Black and it rolled into touch. A few minutes before the close, the Club again visited the College goal and Omar brought off a couple more good saves all of which were hot shots, and then Reichelmann was placed in possession and drove the ball well and truly into the net for the Club's third and last goal. A few minutes after this, the final whistle was sounded.

ROYAL NAVY, 4; R.G.A., 2.

The Navy, who are still experimenting with their team had to go all the way to beat the R.G.A. The sailors' eleven had undergone several changes. Amey was joined at back by Edwards, a burly man from the Hawks. The flag-half also supplied a half in Wilkins and an inside left forward in Harris. Thoms, the alterity star centre half, was, for some unaccountable reason, front line right forward. The Naval front line was therefore made up of Handford, Thoms, Graydon, Harris and Stone. Doubtless, further changes will be made for the next match. Thoms is essentially a half, and it is time the Naval team selectors took cognisance of that fact.

The R.G.A. went off with a great swing and the game was not five minutes old when Green, the Artillerymen's crack centre forward, found the net with a shot that slipped off Crocker's hands. Put on their mettle by this reverse, the Navy forwards made several incursions into their opponents' territory. Graydon opened the scoring with a shot from close range. Stone scored the second goal. Graydon, who had very useful assistance from his two inside partners, put in two more goals, and the Navy were leading by four to one at the interval.

And individual Christians must no longer be content to render lip service to the teaching of Christ. We must practice in our lives the principles that Christ taught us. We must live as though we really believe in the brotherhood of mankind. We must not grasp for ourselves anything of which our possession will injure another. Our whole industrial system of late years has put undue emphasis on the motive of self-interest. To quote the words of the report of the Archbishop's Committee on Christianity and Industrial Problems: "The tendency of the whole body of opinion which assumes that individuals and classes are justified in driving the best bargain for themselves, which they can, is strangely at variance with the traditional ethics of Christianity, and Christians accept it too lightly when they regard it as so inevitable as to be hardly worth discussion." Selfishness is the "contradiction" of Christianity; a selfish Christian is not a Christian at all. "I am among you as He that serveth," our Lord said, and "we are Christians we must serve others and not ourselves alone—lives which reflect the spirit and love of Christ. Only so can the world be seasoned, only by the silent influence of lives devoted to our Lord can the unrest of the world be stillled."

The Navy play fell off unaccountably during the second moiety and they did not seem to be able to do anything right. Whenever the forwards started an attack and were making any headway at all, they found the ball robbed from them by the soldiers' backs or by Talford. Several promising openings were spoilt by one player or another getting off-side. Harris was playing to the "gallery" and was not in his place to assist Graydon, whose determined play stood out in marked relief amidst the others' disappointing efforts. The R.G.A., on the other hand, seemed to improve, and had the Navy defence thinking many a time. Green was conspicuous, as also was Talford, and Crocker saved several hard shots from Green. The last-named player's efforts were rewarded with a goal, scored as the result of a particularly brilliant run down the field. The sailors' play was very ordinary in this half, and, finally, although they left the field winners by four goals to two, it was felt that they will have to do much better if they are going to emulate the success gained by their side last season.

Edwards, the Navy left back, was not in form; the heavy ground did not suit him. He ought to be a formidable custodian on a dry day. Amey was very sound indeed. Cotter, Niles and Wilkins played a consistently hard game. Graydon was far and away the best forward on his side. The R.G.A. played well back and forward; Talford was the pivot of the attack and the defence; he played a great game. If the Artillerymen had two more forwards like Green they would be a very formidable team.

SOUTH CHINA, 1; POLICE, 0.

A very even game was seen in the match between the South China Athletics and the Police on the Military ground. The Police have improved considerably in form since they joined the League, but the forwards still lack combination. A little less selfish play will work wonders, for the Police, more often than not, field a heavier team than their opponents. That the Chinese deserved their win was the verdict of all the football enthusiasts who were present, in spite of the down-pour of rain during the match. The form shown by the Chinese was perfect, the combination and offensive tactics of the forwards being as brilliant as the defence of the backs.

The ball was heavy and slippery all through the game and troubled the players considerably. During the first ten minutes of the game, the Chinese forwards maintained their aggressive tactics and it was only due to the good work of Clark and McWaters at back and the sturdy resistance of A. Clark, the Police custodian, that the Chinese were unable to break through. An offside, registered against the Chinese left wing, gave the Police an opportunity of an excellent piece of footwork among the forwards. Alexander gained possession of the ball and passed it down to McNab, who, in turn, centred it in the nick of time. The good play was negated by erratic shooting on the part of the centre-forward. A ding-dong battle for supremacy ensued, the forwards of both sides indulging in brainy footwork, but the backs were always ready for the attack. On one occasion, the Police cleared the ball for several minutes by the Chinese forwards and the centre was just within an ace of putting the ball into the net when he was given offside. The interval came with no scoring.

The second half of the game was even more exciting than the first. With the wind in their favour, the Police made a rush for the Chinese goal and in looked as if they were going to score, but Miller handled the ball opposite goal and lost the opportunity. Another attempt followed and the Police managed to secure a penalty, the Chinese back handling the ball. Miller took the kick and missed it, sending the ball over the net. The Chinese forwards, thoroughly roused to action, carried the ball right up to the mouth of the Police goal and then sent in a hot shot, which found its mark. The referee, however, gave the centre-forward offside and no goal was awarded. A few minutes before time, after alternate onslaughts by the Chinese and Police, the former secured a goal. It was a brilliant piece of combination on the part of the Chinese forwards, which, in the end, gave Lin Kwan-shan, the inside right, an opportunity of shooting into a difficult angle. The rest of the game was pretty even, although the Police made desperate attempts to equalize.

DIVISION II.

UNITED F.C. 3; SOUTH CHINA "B" 1.

That plucky band of youngsters, the United F.C., deserve to be congratulated on their first win in the League, which they obtained on Saturday at the expense of the South China "B" team. They are a fast improving combination, and can look forward confidently to the time when they will have gained more experience.

They were undoubtedly the better team on Saturday, though one is inclined to the opinion that, given ordinary weather conditions, the Chinese would have put up a much better show. The United scored three goals in the first half, Chubb being responsible for two and Marshall for the remaining one. In the second half, the Chinese showed improved form. In spite of their many efforts, only one goal came their way and that, too, was through a penalty kick. The end of this game found the Chinese making strenuous efforts to score. Mason and Blake in the defence, and Macleod in goal, acquitted themselves most creditably.

INDIAN R.C. 1; SOUTH CHINA "A" 1.

The Indians, playing a strengthened team, put up a very good game against the Chinese "A" team, and, on the merit of their play, deserved to win. A heavy and slippery ball, however, was against them. The Indians played several new men, one of whom, A. G. Marlar, the right extreme, was rather disappointing. With O. and S. Ramjahn back again on the right wing, the Indian team will be as strong as it is possible to make it.

The Indians pressed from the commencement of the game and, for a while, the Chinese defence had its work cut out to prevent the opposing quintette from scoring. Not till about ten minutes from the start did the Chinese get into their stride. Then, with long, swinging passes, they got away towards the Indian goal and remained there, testing severely the Indian defence. Hartman, Ismail and Hyder came well out of it, but they could not prevent Ah Chan from scoring the first and only goal for his side. This skilful player got the ball from the left extreme and dribbled past the backs, getting in a shot from an awkward angle which struck the posts first and then glanced in. The Chinese were leading at the interval.

From the commencement of the second half, the Indians showed their superiority, and it was not long before an equalising goal was scored. Andree got possession of the ball in midfield and dribbling it past the two backs found no difficulty in finding the net. From this stage onwards, neither side spared its efforts to score the winning goal. The Chinese incursions were all stopped by Ali, Salim and Hyder. The referee had more than once to warn the Indian backs against their methods of stopping their opponents. The Indians had much the better of the game, and the forwards did some tricky—if occasionally selfish—play in the vicinity of the Chinese goal. Several possible chances of scoring were not taken advantage of, though Andree came within an ace of scoring more than once. Indeed, he put in a goal for his side, after some pretty footwork, but the referee disallowed it as another forward on the Indian side was thought to be off-side. Much excitement prevailed, but there was no further scoring, the match thus ending in a tie.

CLUB DE RECREIO, 3; S. ST. JOSEPH'S 1.

St. Joseph's second string which met the Club de Recreio on the H.F. Club ground, before the first division match, lost the match by 3 goals to 1. There did not appear to be any rivalry between the opposing teams and the game, consequently, was not fast. Immediately after the kick-off, the Portuguese visited the College goal and after cutting through their defence rather easily, R.E. Hyndman found the net. This was followed by a long spell of midfield play with neither side giving or receiving ground. It was not until near half time that Omar Ismail, who was playing back, initiated an attack by running the ball up on his own. He finished up with a kick across goal, but as one was in position to put the finishing touch and V. Xavier cleared. Then one of the Collegians drove in a high kick and the ball slipped under the cross bar between the Portuguese custodian's hands. Nothing very unusual happened after this and the teams changed sides with the score at 1 all.

The second half found the Portuguese pressing and the Collegians defending in this style. Then, just as the pressure seemed to have been relieved, J. Lima got possession and made a dash for goal. Silva rushed out to meet him but missed his kick, and the ball, which left Lima's foot rather weak, rolled between Silva's legs towards the open goal mouth. Silva did his best to repair his mistake by rushing back to recover the elusive ball, but he was a fraction of a second too late and it rolled over the line just as he had got to it. Heartened by this rather lucky goal, the Portuguese pressed again but were, for a long time, prevented from scoring until Conceicao made an individual run and finished up with a hard kick. Silva was in a good position and stopped the ball, but it was so slippery that it was impossible for him to retain it in his hands. It shot upwards and bounced over his shoulder into the net. The final whistle found the Portuguese the deserving winners by 3 goals to 1.

TENNIS.

HARD COURTS LEAGUE.

88th Co. R.G.A., 60 games, v. St. Stephens College, 40 games.

This game which was played at the College on Friday resulted in a win for the soldiers.

The scores were:—Major O. L. Hickling, D.S.O. and Captain P. H. Davies M.C. beat Messrs. Martin and Choo 6-5; beat Messrs. Shan and Britton 6-5; beat Messrs. Heung and Hui 7-4.

O.S.M. Pragnall and O.Q.M.S. Talford beat Martin and Choo 5-3; beat Shan and Britton 5-3; beat Heung and Hui 7-4.

Gunnors Bortall and Randall lost to Martin and Choo 3-5; lost to Shan and Britton 4-7; beat Heung and Hui 5-2.

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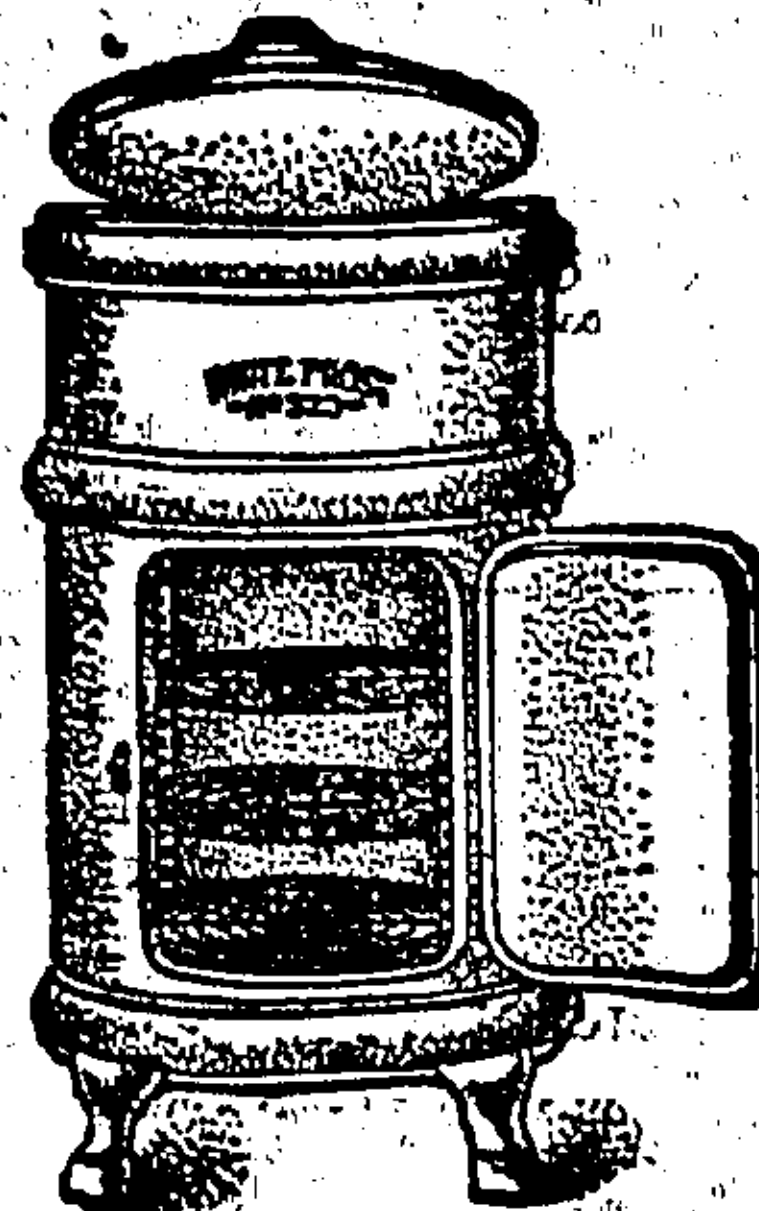
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[THROUGH REUTER'S AGENCY.]

DANISH STEAMER ON FIRE

CARGO OF COPRA DESTROYED.

Port Said, November 25th.

The Danish steamer *Yacht*, from Singapore to Copenhagen, arrived at Suez with her cargo on fire in No. four and five holds, containing 1,840 tons of copra. A survey will be held.

THE PEACE TREATY.

IF AMERICA FAILS TO RATIFY.

Paris, November 24th.

A Havas message says:— French circles follow with closest interest the development of the debate on the Peace Treaty in the American Senate. The French people, as a whole, think that rejection of the Treaty is "incredible."

Financial circles realise that rejection will mean the complete collapse of inter-allied trade and the world's financial system and, therefore, still hope that some compromise will be found to satisfy the American Senate without destroying the Treaty of Versailles.

GERMANY'S DILATORY TACTICS.

Paris, November 24th.

Much comment has arisen by the dilatory tactics of the German delegates for the ratification of the Peace Treaty. Instead of signing the protocols, they left Paris to submit the clauses to their Government. This will postpone the ratification of the Treaty formerly announced for December 1st.

STRASBOURG UNIVERSITY.

OFFICIAL INAUGURATION BY FRENCH PRESIDENT.

Paris, November 24th.

A Havas message says:— The official inauguration of Strasbourg University took place to-day. President Poincaré performing the ceremony on the anniversary of the day the French troops entered Strasbourg after the Armistice.

FRENCH CITIES HONOURED.

METZ RECEIVES LEGION OF HONOUR.

Paris, November 24th.

A Havas message says:— President Poincaré conferred, to-day, on the city of Metz, the Cross of the Legion of Honour. He afterwards went to Pont à Mousson, which received the War Cross.

THE NEW FRENCH CHAMBER.

LIKELY FORMATION OF NEW GROUP.

Paris, November 24th.

A Havas message says:— A number of the youngest members of the old Chamber, in addition to a number of newly elected Deputies, contemplate the foundation of a Group with new methods and a new spirit, excluding ex-presidents, ex-members of the Ministry and ex-political leaders. Its action will be rather moral and economical than political. It will urge, principally, economical reconstruction and union in France.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ENEMY PRISONERS IN SIBERIA.

London, November 25th.

In the House of Commons, replying to Commander Kenworthy, Sir Hamar Greenwood stated that there were about 140,000 Austrian prisoners in Siberia at present.

The Supreme Council in Paris are taking steps to repatriate all enemy war prisoners in Siberia as soon as the Allied Forces have evacuated.

CHINESE EGGS AT HOME.

London, November 25th.

The Food Controller has fixed the retail price of Chinese eggs, which are arriving in England in large quantities in good condition, at 11. each.

ST. ANDREW'S GYMKHANA.

"GEORDIE MAC" WINS THE ST. ANDREW'S CUP.

SUCCESSFUL MEETING IN WET WEATHER.

Officials.—Patrons:—H.E. Sir R. E.

Stubbs, K.C.M.G., H.E. Vice-Admiral Sir A. L. Duff, K.C.B., H.E. Major-General F. Ventris, C.B., the Hon. Mr. Claud Severn, C.M.G., Commodore V. G. Gurner, R.N. Committee.—The Stewards of the Hongkong Jockey Club (ex-officio), the Hon. Mr. John Johnstone, Mr. G. C. Moxon, Mr. D. M. Ross, Mr. J. H. Congdon, Major L. Cassel, O.B.E., Mr. L. Sandes, Hon. Treasurer, Mr. W. J. Morrison, Hon. Secretary, Mr. H. B. L. Dowbiggin, Judge, Commodore V. G. Gurner, R.N. Handicapper, Mr. D. M. Ross. In Charge of the Scale, Mr. C. L. Sandes and Mr. H. W. Dick. 1st Starter, Mr. H. J. Gedge. 2nd Starter, Mr. J. H. Congdon. Paddock, Mr. F. H. Thomas and Mr. R. P. Thurstield. Time Keeper, Mr. M. S. Sassoon.

There was a very good turn-out considering the weather and the racing on a heavy course was surprisingly good. The St. Andrew's Cup was the event of the day and so far as the betting was concerned an outsider came in. It was very appropriate that a pony with such a Scottish name should have won the Cup, and the jockey got a great reception. Johnstone on Mr. Peck's "Unnamed" was well backed and made a great effort when coming into the straight; and altogether this race provided more excitement than has been felt at many race meetings. H.E. the Governor arrived just before the fourth race.

Tea was served in the Grand Stand by the Portuguese ladies and, judging by the number of people patronizing the Stand, the receipts ought to be considerable. It was very unfortunate that the weather broke down, but all the officials worked just as if the sun were shining, and with the band of the *Hawkins* playing merrily from the back of the Stand, conditions were much like an ordinary Derby day.

After the meeting, Mr. Dowbiggin, introducing the Governor, thanked all the people who had helped in getting up the meeting and especially the French community who had provided all the stake money. The Governor, in his speech, asked for cheers for Mr. Dowbiggin and the officials of the Gymkhana Club. His Excellency then presented the prizes, and Mr. Ross, who came forward to take the St. Andrew's Cup, came in for a great reception.

THE RESULTS.

THE KILMARNOCK KANTER: CLASS HANDICAP.—Three Quarter Mile.

Mr. John Peel's Ringwood, 158 lbs. (Mr. Johnstone) 1
Mr. J. H. Congdon's Tonic, 145 lbs. (Mr. Sutton) 2
*Mr. Goahead's Snuffbox, 149 lbs. (Mr. Kirkpatrick) 3
*Mr. Gilpin's White Fang, 147 lbs. (Mr. Grimstone) 3
Mr. Adams' Rheostat, 147 lbs. (Mr. Doyle) 0
Mr. H. B. L. Dowbiggin's Dalesman, 147 lbs. (Mr. Way) 0
Mr. H. B. L. Dowbiggin's Morning Star, 145 lbs. (Mr. Brun) 0
*Dead heat.

There was a lot of trouble in getting the ponies started and Rheostat went off on his own several times. Eventually all got off well with Rheostat well in front and Dalesman left at the post. There was nothing in the race until coming into the straight when Ringwood getting the inside position romped home. Tonic, Snuffbox and White Fang had a fine race for the other places and Tonic just succeeded in getting in his head in front for second place, with the other two dead heating for third place.

Time: 1.38.25.
Pari-mutuel. Cash Sweep.
Winner: \$4.00. Ticket No. 8, \$974.10
1, 5.10 2, 216, 102.60
3, 7.20 & \$5.00 3, 43.15

THE GOBBALS GALLOP: CLASS HANDICAP.

"A" Class.—Three Quarter Mile.
Mr. John Peel's Burning Daylight, 156 lbs. (Mr. Johnstone) 1
Mr. John Peel's Alexander, 146 lbs. (Mr. Reid) 2
Mr. Gay Bird's Swallow, 140 lbs. (Mr. Kirkpatrick) 3
Mr. Horford's Malcolm, 132 lbs. (Mr. Morrison) 0
Mr. Soares' Lovejoy, 147 lbs. (Mr. Seth) 0

Lovejoy got well away and led up the hill to the rock where Alexander came to the front. Burning Daylight came inside round the village and got the inside position in the straight, where it simply romped home with Alexander two lengths behind.

Time: 1.30.14.
Pari-mutuel. Cash Sweep.
Winner: \$7.20. Ticket No. 1, 6.80 2, 304, \$1,080.80
3, 3.20 3, 212, 102.60

SCOTCH SQUIRY: DISTANCE HANDICAP.

About Half a Mile.

Mr. J. H. Congdon's Gray Boy, 20 yds. (Mr. Sutton) 1
Mr. Horford's Variety, 20 yds. (Mr. Morrison) 2
Mr. Adams' Rheostat, 10 yds. (Mr. Kirkpatrick) 3
Mr. A. D. Macdonald's White Chalk, 5 yds. (Mr. Doyle) 0
Mr. Grimstone's Cherub, 25 yds. (Mr. Grimstone) 0

There was great trouble in getting the ponies off, Rheostat going right round on his own and being very refractory on being eventually led to the post. He got off very well eventually with Variety in close attendance and into the straight looked like a winner until Grey Boy got in front and won by inches with Variety coming up all the time and looking like a winner. A very good finish.

Pari-mutuel. Cash Sweep.
Winner: \$18.90. Ticket No. 1, 11.10 2, 87, 365.40
3, 15.10 3, 23, 134.70

ST. ANDREW'S CUP.—5 Furlongs.

Messrs. Thomas & Ross' Geordie Mac, 155 lbs. (Mr. Doyle) 1
Messrs. Dowbiggin & Sandes' Yeoman, 155 lbs. (Mr. Kirkpatrick) 2
Mr. G. & G.'s Cornet, 160 lbs. (Mr. Sutton) 3
Mr. Gay Bird's Sand Martin, 158 lbs. (Mr. Morrison) 0
Mr. John Peel's Unnamed, 158 lbs. (Mr. Johnstone) 0
Mr. John Peel's Exchange, 158 lbs. (Mr. Reid) 0
Mr. John Peel's Brown, 158 lbs. (Mr. Grimstone) 0
Mr. A. R. Lowe's Unnamed, 155 lbs. (Mr. Way) 0
Mr. All-Sure's Rab, 155 lbs. (Mr. Seth) 0

This was the race of the afternoon and great excitement prevailed. There was a very bad start and Sand Martin was left. All were punched at the rock and it was anybody's race until coming into the straight when Johnstone got the rails but his pony could not make the going and Geordie Mac, the only pony with a Scottish name, came home at the post.

Time: 1min. 15secs.
Pari-mutuel. Cash Sweep.
Winner: \$40.10. Ticket No. 1, 12.80 2, 113, 488.60
3, 8.50 3, 120, 234.30

THE TROSSACHS TROT.—One Mile.

Mr. Gilpin's White Fang, 152 lbs. (Mr. Grimstone) 1
Mr. Goahead's Snuffbox, 158 lbs. (Mr. Kirkpatrick) 2
Mr. A. D. Macdonald's White Chalk, 152 lbs. (Mr. Doyle) 3
Mr. J. H. Congdon's Tonic, 158 lbs. (Mr. Sutton) 0
Mr. H. B. L. Dowbiggin's Dalesman, 155 lbs. (Mr. Reid) 0

A very good start with White Fang leading and all in a bunch round the bend and up the hill. At the village, White Fang came up and made the running with Snuffbox going very well a length behind. This order was maintained to the judge's box when Snuffbox came into the picture and if the race had been a few yards longer Snuffbox looked good enough to win.

Time: 2mins. 19.2secs.
Pari-mutuel. Cash Sweep.
Winner: \$49.30. Ticket No. 1, 14.60 2, 152, 640.80
3, 7.30 3, 117, 230.30

THE PORTO-BELLO PURSE.—1½ Mile Handicap.

Mr. John Peel's Red Ensign, 163 lbs. (Mr. Kirkpatrick) 1
Mr. E. Des Vaux's Gentle Cat (late Catford), 151 lbs. (Mr. Seth) 2
Mr. Horford's Malcolm, 162 lbs. (Mr. Doyle) 3
Mr. Soares' Lovejoy (late American Chief), 147 lbs. (Mr. Brun) 0
Malcolm's saddle girth broke and his weights fell out and he was allowed to go back and re-weigh necessitating a 30-sec. long delay. However, all got off to a very good start and the order first time round was Lovejoy, Red Ensign, Malcolm, Gentle Cat. Lovejoy came to the front past the football ground and kept his lead up the hill closely followed by Malcolm. Johnstone on Red Ensign came away in the straight and won by half a length.

Time: 2min. 54secs.
Pari-mutuel. Cash Sweep.
Winner: \$8.00. Ticket No. 1, 6.00 2, 163, \$1,607.80
3, 6.30 3, 465, 430.80

THE DUMFRIES DEBUT.—Half Mile Race.

Mr. Gay Bird's Sand Martin, 158 lbs. (Mr. Kirkpatrick) 1
Mr. John Peel's Exchange, 155 lbs. (Mr. Reid) 2
Mr. Billiard's Cue, 161 lbs. (Mr. Seth) 3
Mr. Dash's Jazzy, 158 lbs. (Mr. Doyle) 0
Mr. A. R. Lowe's Unnamed, 155 lbs. (Mr. Way) 0
Mr. G. C. Moxon's Ruination, 156 lbs. (Mr. Morrison) 0
Mr. All-Sure's Rab, 155 lbs. (Mr. Grimstone) 0

The ponies were a long time in getting off and Exchange came to the front at the post. Eventually all got well away and kept bunched until they came into the straight where Sand Martin came well away inside with Exchange challenging it all the way. Won by a length, a length between second and third.

Time: 1.30.14.
Pari-mutuel. Cash Sweep.
Winner: \$6.70. Ticket No. 1, 6.70 2, 304, \$1,080.80
3, 3.20 3, 212, 102.60

INDIAN PRISON COMMISSION IN HONGKONG.

DISTINGUISHED VISITORS ARRIVE ON SATURDAY.

There arrived in the Colony, on Saturday, on the s.s. *Venezuela*, the members of an Indian Prison Commission appointed in May last year by the Indian Government to visit England and America and study the conditions prevailing in the prisons there and the reforms introduced into the prison system, with a view to suggesting improvements in the prison system in India. Members of the Commission are staying in the Colony for about 18 days and expect to go on to India on the P. & O. *Dilecta*. As Hong is not included in their official itinerary, they will not have the opportunity of visiting the crowded Victoria Gaol.

The President of the Commission is Sir Alexander Cardew, K.C.S.I., M.A., member of the Executive Council of the Governor of Madras, who was Inspector-General of Prisons in Madras from 1893 to 1899. The other members are Sir James du Boulay, K.C.I.E., Secretary to the Government of India, Home Department, since 1916, who took such a prominent part in quelling the Moharram disturbances at Bombay a few years ago, Lt.-Col. Sir Walter Buchanan, K.C.I.E., I.M.S., Editor of the *Indian Medical Gazette*, Calcutta, Lt.-Col. James Jackson, C.I.E., I.M.S., Inspector-General of Prisons, Bombay, since 1908, Mr. N. G. Mitchell-Innes, Mr. D. Johnstone, Khan Bahadur Hamid Hussain and Mr. D. M. Dorai Rajah. The last two gentlemen are the only unofficial members of the Commission.

A member of the Commission, in the course of conversation, told a reporter of the *Daily Press* yesterday afternoon that the Commission was not appointed in response to any public agitation as public opinion was not greatly interested in prison reform. A resolution was passed in the Viceroy's Council last year asking for some steps to be taken towards prison reform, but the Government had forestalled the resolution and appointed the Commission.

The Indian convict settlement in the Andaman Islands is not in a satisfactory condition and will be one of the first to which the Commission's attention will be given. The Commission first visited England, where they went through most of the big convict establishments and reformatories, and then went on to America to study the conditions in the New World. From America, the members of the Commission travelled on the *Venezuela* to Japan and Manila, taking the opportunity, in the latter place, of visiting the big prison at Bilibid. They are in Hongkong only to take a steamer for India and on their arrival there, they will inspect the big convict establishments in India and the Andaman Islands. They hope to be in Simla about June next year and draw up their report for the Government.

The scope of the Commission's inquiry, however, covers more than prison reform. They will also study all the kindred subjects which come within the scope of penal settlements—how to treat unrepentant criminals, how to discriminate between juvenile and adult criminals, and the new advances made in dealing with the problems of criminality—and try to apply them to India where the Government feels that there is room for improvement.

Asked if the Commission now realised that there was need for improvement in the prison system in India, the member of the Commission said that the conditions in England and America on the one hand and in India on the other were very different and they would have to go deeply into the question whether the reforms introduced in England and America can be introduced with advantage into the prison system in India.

CROWN PRINCE ON HIMSELF.

Captain Anker, of the German Army, has just written a pamphlet of fulsome flattery concerning the ex-Crown Prince, who himself writes the preface, from which I give the following extracts:—

"My present pre-occupation is to prepare a new life for my family and for myself. I am awaiting the moment when I shall be able to occupy in Germany a place, however modest it may be, which will allow me to work to raise up my country."

"Exterior things change, and we must adapt ourselves to new circumstances. The perukes of the grandfathers of Frederick the Great would look ridiculous to-day, but the will of iron which animated them still exists and it is necessary as ever."

"During the war I think I did my duty. I spared the blood of my soldiers and made their lives as agreeable as possible under the circumstances."

"Go, writes the butcher of Verdun, comment the *Democrat*. It will make the German people smile—or cry."

FORTHCOMING BOXING MEET.

FIXED FOR DECEMBER 13TH.

Local boxing enthusiasts will be pleased to hear that the departure of H.M.S. *Hawkins* for Singapore having been postponed for a day or two, it has been definitely decided by the Hongkong Boxing Association to hold a boxing meet at the Theatre Royal on Saturday, December 13th. The arrangements are in the hands of Mr. F. C. Jenkin, Mr. J. U. Wildin and the other officials of the Association.

The main event of the evening will be a fight for the welter-weight championship of the Colony between Sky Kerrison, present holder of the honour, and Seaman Walters, of the *Hawkins*, challenger. Kerrison, who only recently returned from active service, having lost his left thumb, has been in strict training for some time, and it is hoped by his many friends that he will win. Those entitled to express an opinion state that the loss of his left thumb will make no difference to Kerrison's boxing. Walters is a welter-weight with a big reputation; he is said to have sent Young Ahearn "to sleep" in the eighth round of a recent contest at Home; he was runner-up in the Army and Navy championships (welter-weight) in Portsmouth this year. Wilkinson, who defeated Walters in the final at Portsmouth, was afterwards beaten by Kerrison in a match in London.

The second event of the meet will be a middle-weight contest between Hewlett, of the *Alacrity*, and Evans, of the *Hawkins*. If his reputation is as great as it is stated, Evans is a good boxer. He was the middle-weight champion of the Mediterranean in 1917. Hewlett is, comparatively, a "dark horse," but rumour has it that he is as clever a boxer as has yet appeared on the boards in Hongkong.

Other boxers who are expected to make their appearance in the coming meet are Jack Mason, of the *Hawkins*, who has the reputation of being in the first flight of middle-weight boxers, Seaman Wiloughby, considered by some of his optimistic friends as a potential middle-weight champion, Private Williams, of the *Hawkins*, a heavy-weight, who will be a very formidable opponent if he can box as well as he can play football, Leading Stoker Decenhardt, of the *Hawkins*, who is willing to take on any body at light-weight standard, "Boys" Fluh and Coles, of the *Hawkins*, who will probably have to fight each other at fly-weight, and Stoker Lacks of the *Alacrity*, who is willing to fight any welter-weight.

CANTON NEWS.

November 30th.

THE STUDENTS' AGITATION.

In spite of the students' agitation, Ngai Tsung-ting, the Superintendent of Police, has been asked by the Military Government to continue in office. Delegates will be deputed to investigate the cause of the conflict between the students and the police at Sincere Company's premises. The students' strike, instead of coming to an end within the three days given by the Civil Governor, has spread. The principals of about 60 out of 78 schools have jointly sent a petition to the authorities, demanding the release of the students and the journalists who were arrested. The Civil Governor has ordered the headmasters to report the names of the students who have not returned to school after the expiration of the time limit given them for their return; as they are to be expelled and will have to pay their fees as fines.

SHUM'S MOVEMENTS.

With reference to Shum Chun-huen's visit to General Luk Wing-ting in Kwangsi, it is stated that Shum met General Luk in Kweiping the other day, when the Kwangsi Tuchen, Tam Ho-ming, and many other officials were also present. Shum is on his way to Canton. The Tuchen, Mok Wing-sun, has sent a telegram to the Commissioner of the River Defence, to go personally to Wu River to receive Shum. San left by the gunboat *Kong Kung* yesterday. Commander Luk Chi-luk, the Defence Commissioner of Swatow, and a number of officials and military leaders have returned to Canton from Swatow and Fukien, and were entertained by the Tuchen yesterday as they are about to return to their headquarters owing to the troubles in Fochow. Li Kan-yuen, the Defence Commissioner of the North Borders, arrived at Canton yesterday.

PEACE PROSPECTS.

It is reported that the Premier in Peking has wired to the Southern leaders stating that it is time for the North and the South to conclude peace as the situation has become serious owing to the troubles in Fochow. Another message states that the Northern and Southern military leaders are agreed upon enforcing peace.

ROAD IMPROVEMENTS.

The Directors of the Municipal Council have ordered the roads leading from the East to the West of the city to be built as soon as possible. The members of the Provincial Assembly propose to claim the right to make regulations for the supervision of the traffic on the new roads.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

Peking, November 19th.

CABINET DIFFICULTIES.

The difficulties created by the Anfu Club against the nomination of the Cabinet selected by Premier Chin Yung-peng and approved by President Hsu Shih-chang have not been so easily overcome as was anticipated at first. Anfu opposition has proved more lasting, and the signs of softening on either side are not yet apparent. Premier Chin declined to listen to any Anfu declaration and went so far as to order the several Ministries to stop payment of their subsidies to Anfu organisations. This was strong action and may lead to the disruption of the Party, provided that the Premier carries with him the support of the more moderate Tuchen. Ni Shih-shen, the Tuchen of Anhui, has expressed his disapproval of Chow Tz-chi as Minister of Finance, which action is believed to have emboldened the Club somewhat or they would not have submitted the demands to the Premier that they did for two vice-ministerships, a contribution from the Government funds of \$160,000 towards the Party chest, and a guarantee from Marshal Tuan that these would be accepted. There is no doubt that the Club is in a bad way and extraordinary measures will be required to save from dissolution an organisation which is universally detested throughout China.

CIVIL SERVICE EXAMINATION.

The Civil Service examination revised by President Hsu Shih-chang, with a view of the old conditions as regards rigour and confinement continued, has produced results which cannot be described as satisfactory. Out of more than 6,000 candidates only some 400 passed.

AEROPLANES FOR CHINA.

After many delays, the first two Handley-Page aeroplanes reached Peking and are now being assembled at Nanpian under the direction of Mr. Lemais and with the assistance of such skilled labour as the barracks can afford. It is not expected that flights will be possible before next month.

GENERAL EXONERATION.

General Lu Ching, the Vice-Chief of the General Staff, against whom charges of embezzling Government funds were brought, has been exonerated by his chief, General Chang Hui-chi, who declared that the accusation was false. General Chang had the members of the General Staff who addressed a petition to the President against the Vice-Chief dismissed from their offices. Thus a grave scandal has been perpetrated, though the publicity given to his misdeeds may induce the General to act more warily in future.

CHANG TSO-LIN.

Little publicity has been given to the movement of Semanoff on the Chinese border and the preference of his wish to be allowed to take his two thousand Cossacks into Chinese territory for the purpose of assisting in the protection of the Chinese Eastern Railway. Fortunately, Chang Tso-lin, the Inspector General of the Three Provinces, has resisted Semanoff's blandishments and that in spite of the fact that they pay the support of Japan. Chang is entitled to commendation for his strong stand.

THE BOYCOTT INCIDENTS.

China is once more aroused by Japanese aggression as reported from Fochow. The Government is receiving a deluge of telegrams from Fukien protesting against the action of the Japanese and demanding that the Government take strong action in the matter. Indignation is not confined to the "whiskies." It is shared by most patriotic people and there is every likelihood that a national movement will be started which will have more far-reaching consequences than the boycott ever had.

CURRENCY COLLAPSE IN SIBERIA.

PARALYSES TRADE.

The Siberian newspapers contain no end of evidence of the paralysis of trade caused by the collapse of the currency. Siberia is a country in which the means of exchange have almost ceased to exist. The Harbin papers of October 23rd reported that 40 Chinese banking offices had become bankrupt owing to the disorganization of the rouble exchange. One of the offices had lost 150 million roubles. Complete stagnation was reported in the money market, and neither at Harbin nor Fochow were any transactions reported. Trade will over Siberia is reverting to the primitive method of barter. The Irkutsk Trading Society recently required 20 carts to transport some merchandise from the railway station to its stores. The carters terms were 150 roubles per cart for the short journey or alternatively one yard of cloth. The Trading Society found it convenient to pay in cloth for the carters' services. *Japan Advertiser*.

"ASAHI BEER"



AGENTS
MITSU BUSSAN KAISHA



TO NIGHT (MONDAY) DECEMBER 1st.
At the Theatre Royal,
at 9.15 p.m.

LECTURE

By Mlle. H. Van der Flier.

Booking at Moutrie's—Seats to any part of the Theatre \$1.00 each. Soldiers and Sailors in uniform 50 cents each.

The Chair will be taken by His Honour Sir William Ross Davies, Kt., K.C.

The lecture will be illustrated by moving pictures of intense interest, among which is shown the bombardment of Antwerp. The photographs were taken from an aeroplane, and German shells are plainly seen bursting over the town.

A quantity of beautiful bronze plaques specially designed for the Fund by a famous Belgian artist will be sold by ladies before and after the lecture. A number of these plaques were purchased by the Belgian Government for presentation to ladies in foreign countries who had helped in collecting money on behalf of the destitute and suffering people. Price \$3.00 each.

Do not fail to purchase one of these beautiful plaques of historic value. It will serve to remind you of the great victory of Freedom over Tyranny.

At Volunteer Headquarters.

FRIDAY, DECEMBER 19th.

From 9 p.m. to 12 midnight.

GRAND MASKED BALL

Prizes will be given for the most attractive dominoes.

Admission.....\$5.00 each,

including light refreshments.

SATURDAY, DECEMBER 20th,

at 3 p.m.

Admission.....\$1.00

CABARET, TOMBOLE, DANCING,

TRA, ETC.

Also

THE "EVERYTHING" STALL

DANCING will continue until Midnight.

Motto for December 18th & 20th:

"DANCE FOR

DEVASTATED FRANCE."

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Sakiyaki Torinabe Chiri Yosenabe

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The Concerned,

will sell by Public Auction, TO-DAY

(MONDAY), December 1st, 1919,

at 11 a.m.

at his Sales Room.

1,900 lbs. Assorted Chocolates in Fancy

Boxes, in very good condition, 1 lb. and

5 lb. Boxes—will be sold in small lots.

A cases Victor Coffee in 1 lb. and 5 lb.

Cartons in very good condition, will be sold

in small lots to suit purchasers.

4 POINTER PUPS (MALES) 6 Weeks.

Terms—Cash on delivery.

Hongkong, November 26th, 1919. 248



NOTICE

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Form of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,

Captain Superintendent of Police.

Hongkong, September 2nd, 1919. 401

TO LET.

FURNISHED, No. 87, THE PRINCE (No. 1, Stewart Terrace) containing 3 Bed-rooms and Bathrooms, hot and cold water, Drying Room, Dining Room, Drawing Room, Sitting Room and several Offices, also Large Garden.

Apply to—

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THE POPULAR ENTERTAINERS

AILEEN & DORIS WOODS

WILL APPEAR

(after an absence of two years)

AND PRESENT THE LATEST

SONG HITS

TODAY

(Monday), December 1st.

And

Thursday, December 4th.

Admission to Dance Room 82.

Hotel Residential \$1.

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FEELS AS CARRIERS OF
DYSENTERY.
EXPERIMENTAL PROOF.

The efforts to "convince" the fly as a disease carrier have been carried forward a long way by a "report" on bacillary dysentery in Macedonia, just presented to the Medical Research Committee by Colonel Leonard Duggeon (writes the Times Medical correspondent).

The report is based on careful experiments which were carried out by Captain J. E. Taylor under three heads:—(1) A comparison of the number of flies present at different seasons in a certain area with the proportional incidence of bacillary dysentery arising in that area; (2) experiments to show that a fly, when deliberately infected with a bacillus of the dysentery group, is able to carry that bacillus and to infect suitable media with it; (3) experiments to show that flies in their natural state were carrying dysentery bacilli.

The first line of research resulted in a remarkable graph showing that in April, May, and June, when the fly prevalence was at a height, the dysentery prevalence rose also to a height. This occurred again in September and October, both fly and dysentery prevalence rising steeply.

The experiments to show that the fly can carry the infection proved that the insect can indeed become the vehicle of both Flexner and Shiga bacilli. The flies were caught in sterile dishes and put into specially constructed cages. Food was passed in to them in a watch glass. It was found that they tended to die unless the atmosphere was kept moist. The food consisted of milk cultures of dysentery bacilli (Flexner and Shiga), or other material known to contain these organisms. The flies so fed were examined in various ways. Some were allowed to walk over the culture plate, others were killed and their legs alone used, in some, excreta was examined.

The following is a summary of the results:—

FLEXNER BACILLUS EXPERIMENT.

Interval between feeding and culture	No. of flies fed and examined	No. of flies from which bacilli were cultivated
Less than 24 hours	148	80
24 hours	83	13
More than 24 hours	68	7

SHIGA BACILLUS EXPERIMENT.

Interval between feeding and culture	No. of flies fed and examined	No. of flies from which bacilli were cultivated
Less than 24 hours	14	6
24 hours	15	1
More than 24 hours	0	0

If we add some other experiments we find that a grand total of 339 flies was examined, and of these 79 gave positive results. It is concluded that the fly is capable of carrying both types of dysentery bacilli and that the prospect of recovering the infecting organism from the fly diminishes very markedly at and after 24 hours from the time of infection. This latter point is new, and therefore deserves further consideration. Finally, it was found that flies living under natural conditions were carrying dysentery bacilli. These flies were caught in various parts of the hospitals, wards, kitchens, and latrines.

These experiments have great value at a moment when bacillary carriers are known to be present in this country. They suggest, too, that the claim often made that instantly diarrhoea is a fly-borne disease may be only too well founded. In any case, the duty of fly destruction is plain.

MYSTERY FUEL.

INVENTOR GUARDS HIS SECRET IN A BAG.

A fuel for which it is claimed that it will revolutionise the motor industry is said to have been discovered by Mr. John Andrews, of Madeira, who is now in England. The inventor is a Portuguese and has been working for many years as a chemist, chiefly in America.

A description of how the mystery fuel is made has been given by Mr. E. B. Stocks, head of the Scootermotor Company, of Stockport, who has taken an interest in the product.

"My own car," he said, "has been driven some hundred miles on this synthetic fuel, and there has been no change in the engine except that it has been thoroughly cleaned. I have proved that the fuel will not injure any part of a motor-car."

Thus, it is how Mr. Andrews prepared his fuel. He obtains an ordinary two-gallon bucket full of water and an empty bucket as well. He has his chemicals in several bottles packed in a small-sized bag. He retires a short distance away from those who are watching, and then does the mixing. He uses an ordinary quart measure for this, and for transferring the water from the full pail to the empty one.

When he has completed his work the water, as he has treated it, is ready for use in the engine. A car can be started up straight away on the mystery fuel.

MISTIO KITH.

A small cupful of it poured on the ground will burn and the flames will reach higher than a man. In the treatment the water changes colour three times. After the treatment, Mr. Andrews allows anybody to examine his fuel. They can smell it if they like, but he will not permit experts to examine his actual preparations closely, for fear his secret should be discovered.

The fuel can be made easily in bulk, quite as readily as in a two-gallon pail. The inventor does not ask for money. Under the terms of the warrant he has agreed to simply wants a certain amount of fuel, and he is willing to tie himself to this he cannot touch a penny of the money until all his claims have been proved.

The formula can be protected under law, and the apparatus for manufacturing it is patented, so that it is not likely to be "stolen" in any way.

Mr. Andrews' mystery fuel was offered to the British Government during the war, at a time when petrol supplies were short. But they wanted the full inside secret formula for the production before entering into negotiations. This proposal was refused. The American Gov-

ernment declared they had all the petrol they wanted when the offer was made to them.

As indicating what the mystery fuel could do, it is claimed that it is not only a fuel for cars, but also a fuel for

which made the crossing of the Atlantic could have been done so with a few tons of it.

It is stated that R. 24, the British ship

TO-NIGHT!

TO-NIGHT!

AT

THE CORONET.

BY GENERAL REQUEST ONE MORE NIGHT
OF

WILLIAM DESMOND &
ENID MARKEY

IN

"BLOOD WILL TELL."

THE BAND OF S.S. "KOREA"
WILL PLAY AT THE 9.15 P.M.
PERFORMANCE.

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The Most Practical and Convenient Scales for Many Purposes.

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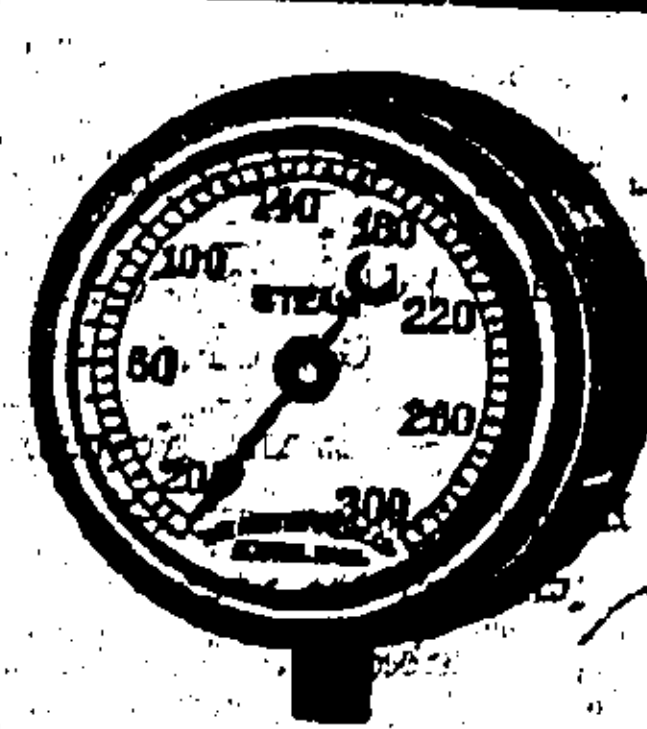
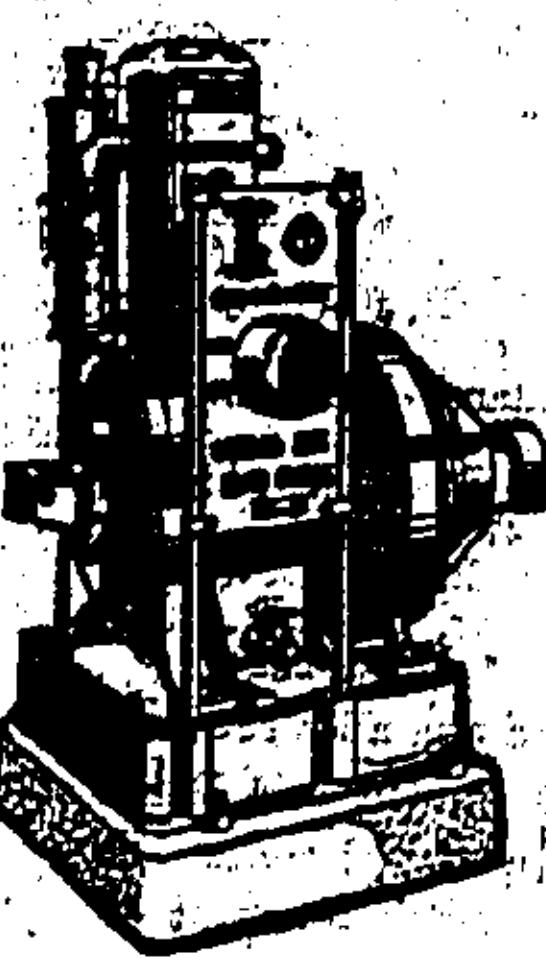
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Our Motor Engineer and our Naval Architect, both Thornycroft experts, now resident in Shanghai, will give attention to all inquiries.
Early deliveries can be made of 15-h.p., 30-h.p., 45-h.p., and 70-h.p. Kerosene Marine Engines.

R. R. ROXBURGH,
Manager for China.

[1333]

LA PERAL DEL ORIENTE

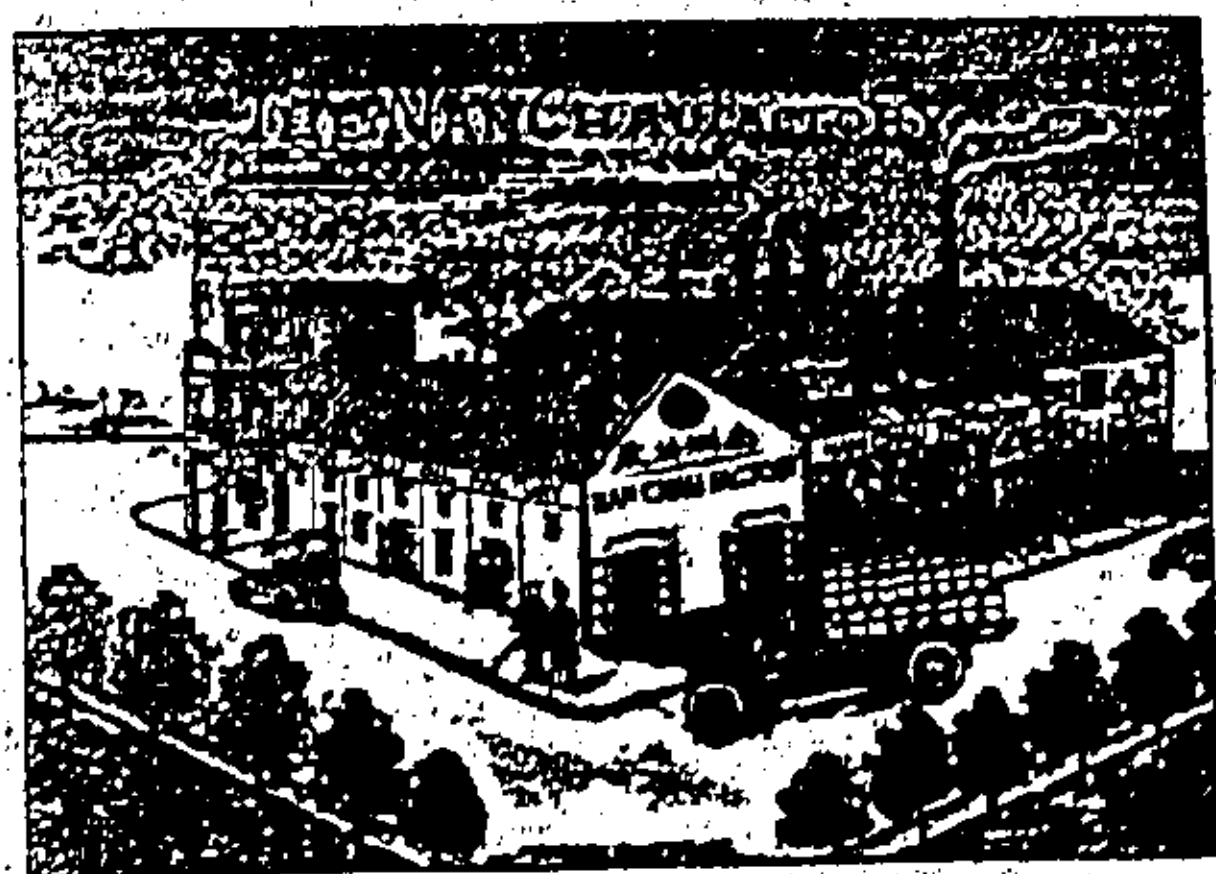
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IN Manufacture the most important point is improvement, and in Distillation Cleanliness. Science always insists on these Maxims.
Groundnut or Peanut Oil can be used as a substitute for Olive Oil Butter or Lard, but when slightly dirty is injurious to health.
In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.
Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and compares most favourably with other Oils used for Culinary purposes; there is no residue.
Prices are moderate so as to induce new business.
Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY,

Office—No. 25, Connaught Road West, HONGKONG.

Factory—No. 88, Kwai Lin Street, SAMSHUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

TRADE MARKS LEGISLATION.

CRITICISM OF THE NEW BILL.

As the Bill to amend the law relating to trade marks has been postponed for reconsideration during the next Parliamentary Session, it may be both appropriate and useful to draw attention to the principles which underlay previous legislation and legal decisions. The function of a trade mark—to use the words of Lord Justice Bowen—is—

To give an indication to the purchaser or possible purchaser as to the manufacture or quality of the goods—to give an indication to his eye of the trade source from which the goods come, or the trade hands through which they pass on their way to the market.

But a word which is in common use to indicate quality cannot be appropriated as a trade mark: the word must serve to associate the commodity with some particular maker. A trade mark must be considered to be an important part of the goodwill of a business, and, on that account, fresh legislation deserves the careful consideration of manufacturers and of the public generally.

The projected measure is designed, among other things, to prevent "abuses of trade marks." It is proposed to make the distinctiveness of a registered mark depend upon evidence. On the question of distinctiveness it is necessary to refer to the Act of 1905. Section 2 of that Act declares that a registrable trade mark must contain or consist of at least one of the following essential particulars:—

(1) The name of a company, individual, or firm represented in a special or particular manner;

(2) The signature of the applicant for registration or some predecessor in business;

(3) An invented word, or invented words;

(4) A word of words having no direct reference to the character or quality of the goods, and not being according to its ordinary signification a geographical name or a surname;

(5) Any other distinctive mark, but a name, signature, or word or words, other than such as fall within the descriptions in the above paragraphs (1), (2), (3), and (4) shall not, except by order of the Board of Trade or the Court, be deemed a distinctive mark.

For the words "except by order of the Board of Trade," etc., section 7 of the Bill substitutes "be registrable under the provisions of this paragraph, except upon evidence of distinctiveness." The Act of 1905 defines "distinctive" as "adapted to distinguish the goods of the proprietor of the trade mark from those of other persons."

REMOVAL FROM THE REGISTER.

Perhaps the part of the Bill which is calculated most seriously to give concern to manufacturers is section 6, which provides for the removal from the register of word trade marks which are used as names of articles. The section enacts that where in the case of an article of substance manufactured under a patent a word trade mark registered under the Act is the name or the only practicable name of the article or substance all rights to the exclusive use of such a trade mark shall cease upon the expiration of the patent and thereafter the word shall not be deemed to be a distinctive mark. By sub-section (2) of the section if the owner of any registered word trade mark uses his mark as the name of any practicable description of any single chemical substance the mark may be removed from the register. But the sub-section is not to apply where the mark is used to denote only the owner's "brand or make of such substance, as distinguished from the substance as made by others, and in association with a suitable and practicable name open to the public use."

The proviso just quoted represents a principle on which the Courts had acted, but it is now put in statutory form. The first part of section 6 is also a recognition of a rule already well established, which was laid down by Lord Justice, Bright, in the "Magnolia" case—namely, that when an article is made under a secret process, when the maker of it is protected by a patent, the maker's name cannot, by any means, entitle himself to a monopoly in the use, after the secret process has been discovered, or the term of the patent has expired, of the name by which the manufactured article is exclusively known while the secret is undiscovered or the term of the patent is unexpired.

Apparently the *publici juris* rule remains, and, that being so, the manufacturer is left still in the hands of the public unless he takes constant care to challenge misapplication of the name of his commodity. Suppose that a maker of waterproofs put his coat upon the market under the name of "Dry-back," and after some years the public called upon the word as a substitute for "waterproof," the distinctive character of the word would disappear and it would receive no more protection than the word "mackintosh." It would be found printed without a capital letter and, by the action of the people, it would pass into the dictionary as a common noun with the quoted synonyms of "waterproof," "raincoat," and "mackintosh."

Thus the manufacturer's goodwill in respect of his trade mark may be filched from him by the public misuse and to maintain the distinctive connotation of his mark. The test to be applied is no more than that enunciated by Lord Justice, Bright, in the "Magnolia" case—namely, whether the use by others of the word which was once a trademark had the effect of inducing the public to buy goods which were not made by the original owner of the mark as if they were his goods. By the proviso to Section 6, Sub-section (2), the manufacturer may protect himself by complying with "a suitable and practicable name open to the public use" a mark which is used to denote only his brand. It would be impossible to legislate against the process by which a word mark becomes *publici juris*. Indeed, it would not be in the interests of manufacturers to do so, for no Act of Parliament with a sporting influence could be said to assist the commercial progress of a nation.—The Times.

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[63]

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STEAMERS	FROM	EXPARTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Balaivan, American, Continental, and South African Ports.

THE Homeward Mail Steamer "DIEWARA" carrying His Majesty's Mail, will be despatched from this port about December 13th, 1919, taking Cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., Apply to—

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This steamer has magnificent first class accommodation and is fitted with wireless.

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THE CHINA & AUSTRALIA STEAMSHIP CO., LTD., Agents.

Hongkong, Nov. 25th, 1919. [1572]

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NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF NEWCASTLE."

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd November will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th December, 1919, or they will not be recognized.

Broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any TUESDAY & FRIDAY between the hours of 10 A.M. and Noon, within the free storage period.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, November 23rd, 1919. [1582]

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SEATTLE.

THE Steamship

"ELKHORN"

having arrived from Seattle via ports, on November 24th, 1919, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Import & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on December 1st, 1919 by the Company's Surveyors, Messrs Carmichael & Clarke.

All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after December 1st, 1919, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st Floor Powell's Building, 12, Des Vœux Road, CL.

Hongkong, November 24th, 1919. [1579]

GLEN LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"GLENAPP"

having arrived from the above ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by Dec. 3rd, 1919, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Dec. 3rd, 1919, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us; any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, November 28th, 1919. [1577]

NOTICE TO CONSIGNEES.

S.S. "DOYLESTOWN" VOY 1-H.

FROM COLOMBO AND SINGAPORE.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby notified that the Cargo will be landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Dec. 3rd, at 10 A.M., and Dec. 4th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after Dec. 4th, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, Agents.

Hongkong, November 27th, 1919. [1576]

THE NEW FRENCH REMEDY

THERAPION NO. 1

THERAPION NO. 2

1st. For Rheumatism, Gout, etc. 2nd. For the Back, etc. 3rd. For the Stomach, etc. 4th. For the Liver, etc. 5th. For the Kidneys, etc. 6th. For the Bladder, etc. 7th. For the Prostate, etc. 8th. For the Uterus, etc. 9th. For the Vagina, etc. 10th. For the Cervix, etc. 11th. For the Ovaries, etc. 12th. For the Fallopian Tubes, etc. 13th. For the Vagina, etc. 14th. For the Cervix, etc. 15th. For the Ovaries, etc. 16th. For the Fallopian Tubes, etc. 17th. For the Vagina, etc. 18th. For the Cervix, etc. 19th. For the Ovaries, etc. 20th. For the Fallopian Tubes, etc.

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SHIPPING NEWS

ARRIVALS.

November 29th.
Haimun, British str., 641 tons, from Singapore, with a general cargo.—Hoi Tung & Co.
Kunju Maru, Japanese str., 941 tons, Capt. Muir, from Keelung, with a cargo of coal.—Yayayama Tanaka.
November 29th.
Ah Pi Tai, Chinese str., 491 tons, Capt. Lam Ngan, from Hainan, with a general cargo.—Chia On & Co.
Sachu Maru, Japanese str., 1,003 tons, Capt. T. Horada, from Swatow, with a general cargo.—O.S.K.
Venezuela, American str., 3,413 tons, Capt. Dunning, from San Francisco, which port she left on October 22nd, with a cargo of coal.—Pacific Mail.
November 30th.
Chompy, Chinese str., 555 tons, Capt. Fletcher, from Pakhoi, with a general cargo.—Hing Lee.
Choy Sang, British str., 1,424 tons, Capt. Baker, from Canton, with a general cargo.—J. M. & Co.
Fuu Sang, British str., 1,410 tons, Capt. Skinner, from Hongkong, with a cargo of coal.—J. M. & Co.
Hutchings, British str., 1,397 tons, Capt. A. Stewart, from Foochow, with a general cargo.—Douglas S.S. Co.
Hok Canton, British str., 536 tons, Capt. Levington, from Kwong Chow Wan, with a general cargo.—Yat Hing & Co.
Hop Sang, British str., 1,359 tons, Capt. Ferguson, from Ching Wan Tao, with a cargo of coal.—J. M. & Co.
Kaho, Chinese str., 1,068 tons, Captain Hoeg, from Canton.—Moller.
Linan, British str., 1,356 tons, Capt. Cole, from Swatow.—B. & S.
Man Sang, British str., 1,675 tons, Capt. Smith, from Canton.—Nemaroo & Co.
Victoria, British str., 2,969 tons, Capt. Fisher, from Melbourne, which port she left on November 1st, with a general cargo.—China-Australia Mail Co.
Yuet Shing, Chinese str., 367 tons, Capt. A. Lajhorovsky, from Swatow, with a general cargo.—Po Lee S.S. Co.

SHIPPING MOVEMENTS.

The s.s. *Dileana* left Singapore on November 28th, and is due here on December 3rd.
The *Empress of Asia* left Shanghai on November 29th, and is due at Nagasaki to-day.
The s.s. *Empress of Japan* left Yokohama on November 29th, and is due at Vancouver on December 10th.
The s.s. *Monteagle* arrived at Vancouver on November 16th.
The s.s. *Nikko Maru* (Australian line) left Sydney on November 28th, and is expected here on December 10th.
The s.s. *Tokushima Maru* (New York line) left Manila on November 28th, and is expected here to-day.

SHIPPING ITEM.

With the arrival of the China-Australia Mail Liner *Victoria* yesterday morning, there was inaugurated a new service between Hongkong and Sydney, the intermediate ports being Manila, Sandakan, Thursday Island, Cairns, Townsville and Brisbane. The *Victoria* enjoyed good weather between Sydney and Manila, but between the latter port and Hongkong, she encountered a heavy north-east monsoon.

PASSENGERS.

ARRIVALS.

For s.s. *Venezuela*, on November 29th: Miss Julia Bent, Mr. Henry Corcoran, Miss Edith Christensen, Mr. Charles L. Conrad, Mr. Henry Quinn, Mr. H. S. Quirk, Mr. Chester A. Doyle, Mr. Agnes P. Driver, Mr. and Mrs. Vernell W. Dyer, Mr. Henry C. Flowers, Mr. William Gaston, Mr. and Mrs. Frederick T. Fischer, Mrs. Marie Fischer, Miss Grace Gould, Mrs. Bertha Heath, Mr. Jacob Haas, Mr. Worth C. Harper, Mr. and Mrs. Lina W. Hattersly, Miss Marion B. Hattersly, Mrs. Charlotte King, Mr. and Mrs. Jack L. Mason, Miss Emily E. Miller, Mr. James Morton, Mr. George Miller, Mr. Jacob Levy, Miss Alice McCalla, Mr. Anthony M. Menkel, Mr. and Mrs. William B. Norton, Mrs. Ann D. Neeson, Mr. Edward E. Nodine, Mr. Jesse Oppenheim, Mr. Frederick O'Brien, Mr. Lawrence B. Proctor, Mrs. Florence C. Roberts, Mr. Louis D. Stone, Mr. Ralph A. Stoller, Mrs. Avis Stahl, Miss Dorothy Stahl, Mrs. Mona Tew, Miss Margaret Tew, Mrs. Florence I. Webster, Mrs. Nellie Wing, Miss H. Wing, Mr. and Mrs. William M. Young, Mr. Harold M. Young, Mr. Marcus V. Young, Miss Col. Walter J. Buchanan, Mrs. Sarah B. Brown, Mr. and Mrs. John Cochran, Sir Alexander G. Curdew, Sir James H. Du Boulay, Mrs. Lily Goldenburg, Mr. B. S. Hamid-Hussain, Mrs. Jane Hawken, Mr. James Marks, Mr. Donald Johnstone, Mr. Norman G. Mitchell-Jones, Mr. James Marks, Mr. D. M. Dorai Raj, Mr. John W. Steadman, Mr. Damiana Fabella, Mr. and Mrs. Jose Fabella, Miss Rosario Fabella, Miss M. Castillo, Mr. Censor Arambulo, Mr. Jose Gonzalez, Mr. Ambrosio Olague, Y. Marco, Mr. Jose Vinasaga, Mr. Ben. O. Anderson, Mr. and Mrs. Frederick Sem, Mrs. Ingrid Sem and Mr. I. Barriere.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Address From
Rev. Hine Kin, Hotel Edward Shanghai Tsingky
Levyenshing
Vena 900 Khatatani Kobe
Hawking General Delivery Shanghai
D. Williams Hotel, Kaito Tokyo
Lopong, Kwong Tai Chung, Shanghai
Queen's Road Central
I. Noyez, 126, Praya East, Kona
W. C. Tunal U.S.S. Helena Cavita
I. Levy, Empress Asia Yokohama

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Address From
Bostonhus London, P.O.
Hazelstone London
La Fon, s.s. Siberia 3 Ave Delhi
Lymmen London
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THE STEAMSHIP

"METHVEN"

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LLOYD TRIESTINO
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For SINGAPORE, COLOMBO, PORT SAID and TRIESTE hence, about Dec. 1st.

To be followed by

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S.S. "AFRICA"

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Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSEIMI MARU (omitting Manila) ... Saturday, 13th Dec., at 11 a.m.

KATORI MARU (omitting Manila) ... Wednesday, 21st Jan., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

TAMBA MARU ... Friday, 5th Dec., at Noon.

MISHIMA MARU ... Thursday, 17th Dec., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.

NIKKO MARU ... Middle of Jan.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU ... Saturday, 6th December.

TOKUSHIMA MARU ... End of December.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINYO MARU ... Monday, 1st December.

TAMA MARU ... Tuesday, 2nd December.

TOTOMI MARU ... Friday, 5th December.

CALCUTTA & BANGGON via Singapore & Penang.

MUROBAN MARU ... Thursday, 4th Dec.

KAWACHI MARU ... Sunday, 29th Dec.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Saturday, 20th Dec., at 11 a.m.

AKI MARU ... Saturday, 19th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOKUSHIMA MARU ... Monday, 1st Dec.

ASIA MARU (Kobe only) ... Thursday, 4th December.

SHINRYU MARU ... Tuesday, 9th Dec.

INABA MARU ... Thursday, 11th Dec., at 11 a.m.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, B'dam, H'burg etc.)

TSUSHIMA MARU (Marseilles & Liverpool) ... Wednesday, 10th Dec.

DUREAN MARU (London, Antwerp, Rotterdam & Hamburg) ... End of Dec.

PENANG MARU (Marseilles & Liverpool) ... Beginning of January.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 592 & 593

S. YASUDA, Manager

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILED FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Tuesday, Dec. 2nd, 1919.

S.S. "ECUADOR" ... Wednesday, Dec. 31st, 1919.

S.S. "COLOMBIA" ... Wednesday, Jan. 28th, 1920.

ALSO

The following U.S. Shipping Board vessels

S.S.	Sailed from San Francisco	Due to sail from Hongkong
S.S. "WEST INSKIP"	Oct. 30th, 1919	Dec. 17th, 1919.
S.S. "WEST CADDOA"	Oct. 20th, 1919	Dec. 24th, 1919.
S.S. "WEST COROB"	Nov. 1st, 1919	Dec. 28th, 1919.
S.S. "WEST VACA"	Nov. 10th, 1919	Jan. 3rd, 1920.
S.S. "WEST KADOR"	Nov. 24th, 1919	Jan. 10th, 1920.
S.S. "WEST NERIS"	Dec. 28th, 1919	Feb. 14th, 1920.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road,
Cable Address "SOLANO."

Telephone 141.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

FAIRINGS SUBJECT TO ALTERATION

SHANGHAI via SWATOW ... "CROSBY" ... Mon. 1st Dec. 8 p.m.
STRAITS & CALCUTTA ... "KWAISANG" ... Tues. 2nd Dec. 8 p.m.
PATPHONG via HOIHOW ... "LONSANG" ... Wed. 3rd Dec. 8 a.m.
SHANGHAI ... "HOBSANG" ... Thurs. 4th Dec. 8 p.m.
SHANGHAI ... "YUENHANG" ... Fri. 5th Dec. 8 p.m.
WANTA ... "YUENHANG" ... Fri. 5th Dec. 8 p.m.
KORE ... "LAISANG" ... Fri. 5th Dec. 8 p.m.
SHANGHAI ... "LAISANG" ... Mon. 8th Dec. 8 p.m.
KORE ... "KUMSANG" ... Sat. 13th Dec. 8 p.m.
SANDAKAN ... "HINEANG" ... Sat. 20th Dec. Noon.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Poona and Singapore, returning from Calcutta via Straits, and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Japanese Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodations, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BOERNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having a large deck space for cargo. Cargo taken on through Bills of Lading for Kudat, Jemolun, Labuan, Tawau and Labud Dam.

YOKOHAMA LINE.—A regular service is run from March to November between Hongkong and Yokohama, calling at Wharfed and Choshi.

For freight or passage apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 518

CP O S

SAILED

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, Yokohama, Kobe & Yokohama)

From Hongkong to Vancouver

STEAMER	HONGKONG	VANCOUVER
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Jan. 14	Feb. 4
Monteagle	Jan. 8	Jan. 27
Empress of Asia	Jan. 22	Feb. 9
Empress of Russia	Mar. 10	Mar. 31
Empress of Japan	Mar. 11	Mar. 29
Monteagle	Mar. 23	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	May 5	May 26
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 30	July 21
Empress of Russia	July 1	July 19

Passages—Fares Hongkong to United Kingdom

EXTRAS OF RUSSIA	EXTRAS OF JAPAN	EXTRAS OF ASIA	EXTRAS OF MONTAGLE
19,500 Tons Reg.	6,000 Tons Reg.	6,000 Tons Reg.	6,000 Tons Reg.
16,500 Tons Reg.	6,000 Tons Reg.	6,000 Tons Reg.	6,000 Tons Reg.

For Fares and other information please apply to

HONGKONG OFFICE.

Cable address: GACANPAC.

CANADIAN PACIFIC
OCEAN SERVICES

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES, TIMOR, PORT DARWIN AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"CHANGSHAP" ... 1st December, 11 a.m.

SAILINGS SUBJECT TO ALTERATION.

* omitting Manila Southwards.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand & Tasmanian Ports. For freight or passage apply to— BUTTERFIELD & SWIRE, Agents. [1425]

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENESPEY"	19th Dec.
"GLENAMOY"	15th Dec.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"CARDIGANSHIRE"	5th December	GENOA & LONDON
"CARMARTHENSHIRE"	7th December	LONDON & ANTWERP
"GLENAMOY"	About 15th January	GENOA & ANTWERP
"GLENESPEY"	28th January	LONDON
"GLENNAVY"	29th January	GENOA

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

Cable Address

Kawakisen, Kobe.

Bentley's, A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Sannomiya

2514, 3033.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP—Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MARUYA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, BUND, KORE.

[1400]

AMERICAN & ORIENTAL LINE

For NEW YORK via Panama Canal
S.S. "SUVERIC" sailing about end of January.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.

(WILFRED & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to Buss & Co., Canton.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"CHINHUA"	On 2nd Dec. 9 A.M.
HONGKONG, PAKHOI & HAIPHONG	"KAIKONG"	On 1st Dec. 10 A.M.
SHANGHAI	"SHANTUNG"	On 2nd Dec. Noon.
SHANGHAI	"HUNTING"	On 4th Dec. Noon.
MANILA, CEBU & ILOILO	"TAKING"	On 8th Dec. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipments at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone 28

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	TUESDAY	2nd Dec. at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	FRIDAY	5th Dec. at Noon.
"HAICHONG"	Capt. J. W. Evans	TUESDAY	8th Dec. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKHALL S.S. CO., LTD.)

Sailings from Hongkong.

"KNIGHT-TEMPLAR" ... via Panama ... 23rd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTON REISS & CO., CANTON.

P. & O. - BRITISH INDIA,
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENS-

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"TRAZ-OS-MONTES"	8,000	1st Dec.	London, Vladivostok via Suez.
"DILWARA"	8,500	18th Dec.	Swatow, Ceylon, Bombay.
"NOVARA"	7,000	19th Dec.	MARSEILLES & LONDON direct.
"KASGAR"	8,000	28th Dec.	Do

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATON APCAR"	4,500	23rd Dec.	Straits, Rangoon & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,000	13th Jan.	Sandakan, Thursday Island, Queensland Ports and Sydney.
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SAILINGS TO SHANGHAI & JAPAN

"ARRATON APCAR"	4,500	1st Dec.	Shanghai & Kobe.
"DILWARA"	8,500	4th Dec.	Shanghai.
"JAPAN"	6,000	18th Dec.	Shanghai & Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket from Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels measuring not more than 2 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. shipping Board steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)		
"ENDICOTT"	About	Dec. 2nd.
"ELKTON"	About	Dec. 6th.
"ELDRIDGE"	About	Dec. 10th.
"EDMORE"	About	Dec. 24th.
"CITY OF SPOKANE"	About	Jan. 5th.
"ICONIUM"	About	Jan. 20th.
"SEATTLE SPIRIT"	About	Feb. 1st.
"WHEATLAND"	About	Feb. 15th.

For PORTLAND direct.

"WABAN"	About	Dec. 18th.
"WAWALONA"	About	Dec. 29th.

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, "HOTEL MANHATTAN."

FOR NEW YORK.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about December 6th.

For Freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	Dec. 2nd.
"NIPPON MARU"	11,000	Dec. 8th (from Yokohama)
TENYO MARU	22,000	Dec. 18th.
SHINYO MARU	22,000	Jan. 15th.
PERUSA MARU	9,000	Feb. 3rd, 1920.

* omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIYO MARU	17,500	Jan. 8th, 1920.
KIYO MARU	17,500	Jan. 13th.
SEIYO MARU	14,000	May, 11th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

Telephone 2374 and 2375. T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI, KOREA & YOKOHAMA	"FORTHOS"	On or about 11th Jan 1920
"AMAZONE"	10,000	On or about 26th Jan.
MARSEILLES via HAIKONG, SAIGON, SINGAPORE, COLOMBO, DUBOUL, SUZ, PORT SAID	"SPHINX"	On or about 10th Dec.
"ANDRE LEBON"	22,000	On or about 28th Dec.
SHANGHAI	"SCHAEHNHORST"	On or about 30th Dec.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

Telephone 740.

R. RODENFUSER.

Agent, Queen's Building.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP	Monthly direct service via Singapore and Port Said.
"ALPS MARU"	Beginning of December.
"AMUR MARU"	End of Dec. or early Jan.
GENOA	Monthly service. Taking cargo on through Bills of Lading with transshipments at Bombay to Company's steamer.
Buenos Aires, Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.	
"SUMATRA MARU"	Middle of December.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU"	Friday, 7th December
SAIGON, BANGKOK, SINGAPORE	Regular Monthly service
"UNNAN MARU"	Wednesday, 3rd December.
SYDNEY, MELBOURNE	Monthly service taking cargo to New Zealand and Pacific Islands.
"KUNASTRI MARU"	Thursday, 11th December.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"ARABIA MARU" ... Saturday, 20th December.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... Thursday, 4th December

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 10,500 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"

13th Jan. 1920. Jan. 31st, 1920. Dec. 30th.

[An unsurpassed high-class passenger service.]

O. S. K. YASUDA, Manager, No. 1, Queen's Building.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Date
MANILA	Tokushima Maru	1st Dec.
SHANGHAI	Tama Maru	1st Dec.
JAPAN	Daiyu Maru	3rd Dec.
STRAITS	Tama Maru	4th Dec.
STRAITS	Asia Maru	4th Dec.

OUTWARD MAILS.

For	Per	Date
Sandakan, Australia and New Zealand via Port Darwin	Changsha	Monday, 1st, 8.45 A.M.
Japan via Nagasaki, Tacoma, ...	Panama Maru	Monday, 1st, 11.00 A.M.
Straits and Bangkok	Typhoon	Monday, 1st, 3.00 P.M.
*Swatow, *Shanghai and *North China	Choyang	Monday, 1st, 6.00 P.M.
*Swatow and *Bangkok	Chinhua	Tuesday, 2nd, 8.00 A.M.
Hohow, Peking and Hainan	Kaifeng	Tuesday, 2nd, 8.00 A.M.
*Shanghai, and *North China	Shantung	Tuesday, 2nd, 10.00 A.M.
*SHANGHAI, N. CHINA, *JAPAN via KORE, HONOLULU, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and *EUROPE via SAN FRANCISCO	Venezuela	Tuesday, 2nd, 10.00 A.M.
SEANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and *EUROPE via SAN FRANCISCO	Korea Maru	Tuesday, 2nd, 10.30 A.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 2nd, Noon
Shanghai and North China	Sunung	Thursday, 4th, 11.00 A.M.
Swatow, Amoy, and Formosa via Takoo	Sokhu Maru	Thursday, 4th, 8.00 A.M.
Swatow, Amoy, and Formosa via Takoo	Tamdi Maru	Friday, 5th, 9.45 A.M.
Swatow, Amoy, and Formosa via Takoo	Quinabang	Friday, 5th, 11.00 A.M.
Swatow, Amoy and Foochow	Hai Hong	Tuesday, 9th, Noon

*Correspondence bearing vessel's name, only.

COMMERCIAL.

OPENING QUOTATIONS.

ON LONDON—November 29th	
Telegraphic Transfer	4/11
Bank Bills, on demand	4/11
Bank Bills, 30 days' sight	4/11
Bank Bills, 60 days' sight	4/11
Credit, at 4 months' sight	5/1
Documentary Bills, 4 months' sight	5/1
ON PARIS—	
Bank Bills, on demand	89
Credit, at 4 months' sight	89
ON NEW YORK—	
Bank Bills, on demand	99
Credit, at 60 days' sight	100
ON HONGKONG—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON CALCUTTA—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON SHANGHAI—	
Bank Bills, at sight	nom.
Private, 30 days' sight	199
ON YOKOHAMA—On demand	199
ON MANILA—On demand	199
ON SINGAPORE—On demand	199
ON BATAVIA—On demand	199
ON HAIKONG—On demand	199
ON SAIGON—On demand	199
ON BANGKOK—On demand	199
SOVEREIGNS, Bank's Buying Rate	\$ 4.00
GOLD LAY, 100 Gns. per tael	\$ 3.40
SILVER, per oz.	72 1/2

STANDARD COIN	Per cent
Hongkong—30 cents piece	100.00 Discount
Hongkong—10	1.70 Premium
Canton—10	0.00

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 4 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STARR, Chief Manager. Hongkong, November 2nd 1919.

THE BANK OF TAIWAN, LIMITED.

(TAIWAN "TAIPEI"). INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 37,500,000
Reserve Funds	Yen 7,000,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, etc.
FORMOSA—Guan, Kagi, Kankou, Keelung, Keelung, Nanto, Pusan, Shinchiku, Tachai, Tainan, Takow, Tamsui, Tientsin, etc.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton, etc.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

London, County, Westminster and Park's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, India, China, Siam, India, Philippines, Indonesia, Java, and other Dutch Indies, Australia, America, Africa, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH, Manager. 1, Des Vaux Road, Central Hongkong, November 1st, 1919.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE: No. 2, Queen's Road, Central.

Paid-up Capital—Yen 20,000,000.

Directors: Mr. Pong Wai Tung, Chairman. Mr. Chow Shou Son, Mr. Chan Kai Ping, Mr. Li Boon Chuan, Mr. Fung Ping Shing, Mr. Li Boon Chuan, Mr. P. K. Kwok, Mr. Wong Yun Tung, Mr. Chan Ching Shik, Mr. Ng Chang Lok.

Chief Manager: Kan Tong Po. Assist. Manager: Li Tan Fong.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposits Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 1/2 per annum. For 6 months at the rate of 4 1/2 per annum. For 12 months at the rate of 5 1/2 per annum.

KAN TONG PO, Chief Manager, 1919.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office: 1, Des Vaux Road, Central Hongkong. Branch: Paoan Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits at 2 per cent. per annum. 3 1/2, 4 1/2, 5 1/2, respectively. Enquiry on our SPECIAL SERVICE.

Golofina



"PERFECTO" Actual Size



"BOUQUET" Actual Size

Discriminating Smokers are learning the value of this Cigar, and with the manufacturers' guarantee as to Quality, Workmanship, etc., behind it, they are sure of a satisfying smoke when they demand a

"GOLOFINA"

Sold in Two Sizes

"PERFECTOS"

&

"BOUQUETS"

Obtainable at all High-class TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK).

SUBSCRIBED CAPITAL—F. 75,000,000. PAID UP—F. 37,500,000. (1/2 of the Capital, i.e., F. 37,500,000, subscribed by the Government of the Chinese Republic.)

Chairman of the Board: Andre Berthelot. General Manager: A. J. Perrotte.

HEAD OFFICE: 14, Rue de la Paix, PARIS.

BRANCHES:

Canton, Peking, Shanghai, Tientsin, Hankow, Hongkong, Yunnan, Fochow, etc.

BANKERS:

In FRANCE: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

In LONDON: London County Westminster & City Bank, Ltd.

In NEW YORK: Rodman & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIRANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. BOUDET DE JOURNE, Manager. Hongkong, September 10th, 1919.

THE MERCHANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital—£1,500,000. Subscribed—£1,500,000. Paid-up—£750,000. Reserve Fund & Profit—£750,000.

Branches: Bombay, Calcutta, Hongkong, Kanton, Shanghai, etc.

THE BANK OF ENGLAND.

THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

Branches: Bombay, Calcutta, Hongkong, Kanton, Shanghai, etc.

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THE BANK OF CHINA.

(SPECIALLY AUTHORIZED IN CHINA BY PRESIDENTIAL MANDATE OF 2ND NOVEMBER, 1917.)

Authorized Capital—F. 80,000,000. Paid-up Capital—F. 40,000,000. Reserve Funds—F. 40,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

(PEKING): Haining, Tientsin, (NORTH): Miyun, Chongli, Peking, Nianlan, etc.

(SOUTH): Tientsin, Paoan, etc.

(HONGKONG): Hongkong, Canton, etc.

(SHANGHAI): Shanghai, etc.

(HANKOW): Hankow, etc.

(TIENTSIN): Tientsin, etc.

(YANCHING): Yanching, etc.

(CHANGCHUN): Changchun, etc.

(QINGDAO): Qingdao, etc.

(JIAOJIAO): Jiaojiao, etc.

(TIANJIN): Tianjin, etc.

(BEIJING): Beijing, etc.

(TIENTSIN): Tientsin, etc.

(YANCHING): Yanching, etc.

(CHANGCHUN): Changchun, etc.

(QINGDAO): Qingdao, etc.

(JIAOJIAO): Jiaojiao, etc.

(TIANJIN): Tianjin, etc.

(BEIJING): Beijing, etc.

(TIENTSIN): Tientsin, etc.

(YANCHING): Yanching, etc.

(CHANGCHUN): Changchun, etc.

(QINGDAO): Qingdao, etc.

(JIAOJIAO): Jiaojiao, etc.

(TIANJIN): Tianjin, etc.

(BEIJING): Beijing, etc.

(TIENTSIN): Tientsin, etc.

(YANCHING): Yanching, etc.

(CHANGCHUN): Changchun, etc.

(QINGDAO): Qingdao, etc.

(JIAOJIAO): Jiaojiao, etc.

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(JIAOJIAO): Jiaojiao, etc.

(TIANJIN): Tianjin, etc.

(BEIJING): Beijing, etc.

(TIENTSIN): Tientsin, etc.

(YANCHING): Yanching, etc.

(CHANGCHUN): Changchun, etc.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital—F. 15,000,000. Reserve Funds—F. 15,000,000. Sterling—F. 15,000,000. Silver—F. 15,000,000. Reserve Liability of Proprietors—F. 15,000,000.

Court of Directors: J. A. PATERSON, Esq., Chairman. Hon. Mr. E. V. D. PARK—Deputy Chairman. J. W. C. BONNAR, Esq., P. H. HOLYOAK, Esq., A. H. COMPTON, Esq., Hon. Mr. J. JOHNSTON, W. L. PATTERSON, Esq., C. B. GIBBY, Esq., Ross Thomson, Esq.

Chief Manager: Hongkong—N. J. STARR, Esq.

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER & PARK'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED: On Current Account at the rate of Two per cent. per annum on the Daily Balance. On Fixed Deposits: For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 3 1/2 per cent. per annum. N. J. STARR, Chief Manager. Hongkong, November 6th, 1919.

BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.

Capital—F. 40,000,000. Reserves—F. 40,000,000.

BRANCHES AND AGENCIES:

Bangkok, Hongkong, Saigon, Shanghai, etc.

Batavia, Calcutta, Canton, etc.

Bombay, Hongkong, etc.

Buenos Aires, etc.

Canton, etc.

Colon, etc.

Hankow, etc.

Hongkong, etc.

Kobe, etc.

London, etc.

Lyons, etc.

Manila, etc.

Peking, etc.

Shanghai, etc.

Singapore, etc.

Tientsin, etc.

Yokohama, etc.

Yuanping, etc.

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PHILIPS ARGAL.

THE IDEAL LIGHTING UNIT

for the

OFFICE, HOME OR CLUB

A drawback to the domestic use of the 1 Watt lamp has been that until quite recently they could only be made and used economically in large candle powers.

This problem has been solved in the "ARGAL" which we now present for your trial and certain approval.

Supplied in 28 and 32 Candle Powers. PRICE 50 cts. each.

Special prices given for large quantities